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BRITAIN'S **BIGGEST-SELLING** WEEKLY CAR MAGAZINE

# Auto EXPRESS

THE CAR NEWS WEEKLY

## NEW SKODA **7 SEAT SUV**

Stylish Disco Sport rival  
revealed



# NEW **148MPG** 3 SERIES

## FIRST DRIVE

Thrilling part-electric BMW  
is a real game-changer

**PLUS**  
M cars go  
electric



## TESTED Best compact SUVs

New RAV4 takes on Kadjar and Tucson



**PLUS DEFENDER BOWS OUT** Why it's farewell, not goodbye

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Model shown is All-New Renault KADJAR Signature Nav dCi 110.





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INTO OLD  
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## Blast-off in Lambo's new Huracán Spyder

THIS week we're heading out to Miami to drive Lamborghini's new Huracán Spyder for the first time. It uses the same 602bhp V10 as the coupé, and does 0-62mph in 3.4 seconds.

That engine screams all the way up to 8,700rpm and we'll be finding out just how addictive it sounds with the roof down, as well as how thrilling it is on the road.

Head to Auto Express online, now, to read our verdict on the bonkers drop-top supercar.

**For more visit**  
**autoexpress.co.uk**

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2015 Auris Hybrid Design 5 door 1.8 VVT-i Auto. Official Fuel Consumption Figures in mpg (l/100km): Urban 72.4 (3.9), Extra Urban 72.4 (3.9), Combined 72.4 (3.9). CO<sub>2</sub> Emissions 91g/km. All mpg and CO<sub>2</sub> figures quoted are sourced from official EU regulated laboratory test results. These are provided to allow comparisons between vehicles and may not reflect your actual driving experience. Model shown is Auris Hybrid Design 5 door 1.8 VVT-i Auto at £21,895. Prices correct at time of going to press/print. \*0% APR Representative and £750 Finance Deposit Allowance only available on new retail orders of Auris (excluding Active grade) between 18th December 2015 and 31st March 2016 and registered and financed through Toyota Financial Services by 30th June 2016 on a 3.5 year AccessToyota (PCP) plan with 0%-32% deposit. ^Payment shown is based on a 42 month AccessToyota contract with £4,426 customer deposit, £750 Finance Deposit Allowance and Guaranteed Future Value/Optional Final Payment. Toyota Financial Services (UK) PLC; registered office Great Burgh, Burgh Heath, Epsom, Surrey, KT18 5UZ. Authorised and regulated by the Financial Conduct Authority. Indemnities may be required. Finance subject to status to over 18s. Other finance offers are available but cannot be used in conjunction with this offer. Excess miles over contracted charged at 8p per mile. Toyota Centres are independent of Toyota Financial Services. Terms and conditions apply. Affordable finance through AccessToyota. 5 year/100,000 mile manufacturer warranty subject to terms and conditions.





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## AUTO EXPRESS ROAD TESTS

All Auto Express tests are carried out at private proving grounds where cars are driven to the limit and performance tested using Racelogic VBOX computer timing equipment. Auto Express also assesses the cars over many miles of mixed public roads before delivering its Road Test Verdict.

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# You just can't get the staff these days – or so say industry bosses



Bosses say British car industry needs more apprentices

**AE** I ALWAYS wanted to work in the car business. If I wasn't lucky enough to be doing this, I'd be working somewhere doing something, somehow, related to four wheels.

Most of the people I get to meet through work feel the same way – whether it's my colleagues here, or the most senior execs in the industry. Only this week I met with Andy Palmer, CEO of Aston Martin, who looks as thrilled to be doing what he does today as I'm sure he did on his first day in his job as an apprentice at a UK automotive supplier.

But, it seems, fewer people are feeling that way and the UK car industry – in the midst of a real boom in terms of manufacturing, engineering and sales – is struggling to attract the right talent.

It's what the boss of industry body the Society of Motor Manufacturers and Traders, Mike Hawes, described to me as a skills shortage. And it's a real problem – in factories, engineering centres and even on the showroom floor.

So much so that car makers are having to look abroad for the right sort of people. And even some dealers are struggling to find staff to sell cars.

Andy Palmer says the problem is even worse among the second tier of suppliers – so he and others have to look to foreign companies to supply the necessary hi-tech parts his cars need.

Part of the problem, according to Hawes, is the success of our industry. Such is the current rate of expansion of the UK's car business, there aren't enough people to fill the vacancies.

Apprenticeship programmes are on the rise and are a brilliant way to get into the motor industry. But young people still need convincing a

career in the car business can be invigorating, rewarding, thrilling and fun. And it'll be around for a long, long time.



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- Behind wheel of plug-in hybrid 330e, with 25-mile electric range
- Same strong driver appeal as standard model; much lower costs



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**AE** BMW wants a 10 per cent share of the worldwide plug-in market by 2020. The success of models such as this 330e will be key, and with hybrid versions of the 2 Series (driven on Page 32), 7 Series and X5 all on the way, it doesn't look an impractical goal.

While the company is a long way from ditching its diesels, it's looking to the future with its hybrids. The 330e pairs a 2.0-litre petrol engine with an electric motor, and BMW says the electric-only range of 25 miles is "the right solution" for customers.

From the outside, it looks much like any other 3 Series. Save the discreet badges and additional charge port behind the front rear-side wheel, there's no distinguishing this from the fleet-friendly 320d.

Inside, it's much the same. So much so, you'd be hard pushed to tell this example is capable of a claimed 148mpg. There is a small 'eDrive' button by the gearlever, but aside from that, it's business as usual.

Practicality takes a slight hit. Boot space is down by 110 litres to 370 litres due to the bulky batteries under the floor, but the load lip is completely flat and the rear seats fold three ways for added versatility.

Push the starter button, and you're greeted by silence. Providing there's enough charge, the car will always start on electric power, allowing you to pull away without making a sound. As you'd expect, wind and road noise are more evident, but it's far from intrusive – the 330e cruises well.

Like many hybrids on the market, there are a variety of modes that allow you to spend or save power from the battery while driving. Auto eDrive prioritises battery power but uses the petrol engine for a boost when necessary, while Max eDrive makes

sole use of the 87bhp electric motor. It has a top speed of around 80mph in EV mode – or 140mph when harnessing the engine.

The third and final set-up is called Save Battery, and – as well as doing what it says on the tin – can charge the batteries to 50 per cent for subsequent emission-free driving. However, be aware that this mode eats into fuel economy.

As in conventional 3 Series models, you can also flick through Sport+, Sport, Comfort and EcoPro modes to suit your driving style. Sport tightens things up and allows the 330e to perform much like a 330i – albeit with more weight. It's around 165kg heavier than the standard car.

There's little to distinguish the two in normal driving, though. The ride is good and throttle response impressive thanks to the electric motor's instant torque.

BMW reckons you can get as much as 148.7mpg out of the 330e – irrespective of trim – although the M Sport model has emissions of 49g/km where lesser trims emit 44g/km. Luckily, that's still under the all-important sub-50g/km threshold for rock-bottom company car tax – ensuring every plug-in 3 Series will cost pennies to run. You'll need regular access to a plug to hit these numbers, but that's not to say they're unachievable for your average motorist.

It's not even that expensive to buy. You'll get £2,500 off the list price thanks to the new tiered Government grants (which come into effect on 1 March) – and after that deduction, it's only £745 more than the equivalent petrol 330i. What's more, if you're a higher-rate company car driver, you'll save around £2,300 per year over the 330i on Benefit in Kind tax alone. That's not to mention the money you'll save at the pumps or on Vehicle Excise Duty.

**PAGE 10: Hybrid M cars on the way**

## Essentials

### BMW 330e M Sport

<b>Price:</b>	£34,235 (after Gov. grant)
<b>Engine:</b>	2.0-litre 4cyl turbo plus electric motor
<b>Power:</b>	241bhp
<b>Transmission:</b>	Eight-speed automatic, rear-wheel drive
<b>0-62mph:</b>	6.1 seconds
<b>Top speed:</b>	140mph
<b>Economy:</b>	148.7mpg
<b>CO<sub>2</sub>:</b>	49g/km

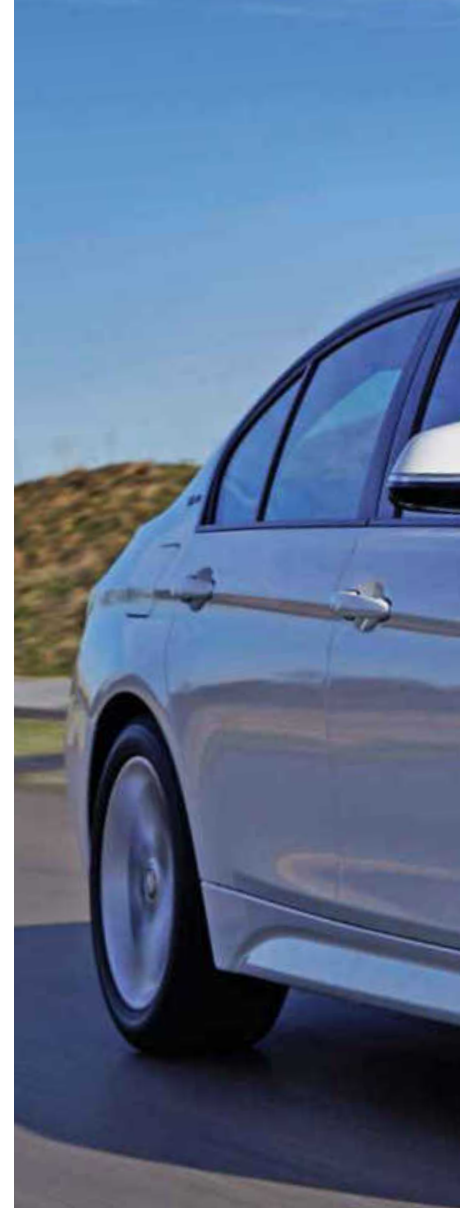
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**DISPLAY** Dials have been lifted straight from the existing 3 Series, albeit with a tweak to display information such as charge and remaining range



**CHARGE TIME** The 330e will charge from a special BMW i Wallbox in just over two hours. Charging from a normal plug will take three and a half hours



**DRIVEN**

# 148mpg

■ Our verdict on the game-



**"Response is impressive thanks to the electric motor's instant torque"**



**"BMW says the 330e's 25-mile electric-only range is just right for its customers"**



# g hybrid 3 Series hits road

changing plug-in compact exec that's leading family of new BMW eco models



**BUSINESS END** Cockpit is as classy as ever in plug-in 3 Series, with no hints of tech under skin



**INTERIOR** Small 'eDrive' button is the only visible change over normal cars. Menus allow you to choose how the motor behaves

## Auto Express Verdict

AS hybrids grow in popularity, this new BMW 330e is likely to become a fleet favourite – and deservedly so. It joins Mercedes' C 350e in moving the game on from rivals like the relatively thirsty (non-plug-in) hybrid Lexus IS 300h. The 330e looks and drives like a 320d, but costs a fraction of the price to run and is completely silent around town. Audi will now be in a desperate rush to get its A4 e-tron to market, and double quick.





# BMW admits: 'M cars will be hybrid-powered in the future'

**Hybrid M cars 'inevitable'**  
**Performance balance vital**



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**AE** THE future of BMW's high-performance M cars is hybrid, according to the brand's vice-president for engineering, Dirk Hacker.

Rather than use plug-in and hybrid tech to simply lower CO<sub>2</sub> emissions and improve fuel economy, BMW will adapt these systems to make its cars faster, more responsive and even more involving.

Speaking at last month's Detroit Motor Show, Hacker told Auto Express: "We will look at electrification – I think it could be inevitable – but it depends on the possibility of increasing performance."

We asked him about customer desires, and whether M car buyers cared for zero-emission capability or a 25-mile EV range. "We've found that our customers are not interested in driving without the combustion engine," he said. "They want to know if these changes will help with performance."

So this rules out a pure electric M car, plus Hacker hinted that the brand was in no rush to employ battery technology, insisting it was happy to wait until the systems could be properly integrated with no adverse effect on the car's driving characteristics.

"We'll need to look at the weight implications of electrification," he added. "What is the compromise? Are we ready now or do we need to take a look at some special structural solutions for the future?"

Hacker believes that, ultimately, balance is the most important factor in producing an



**TRADE-OFF**  
BMW believes the use of electric power must be managed carefully – but it could grace a future M3

accomplished sports car, and isn't prepared to sacrifice driver enjoyment for a performance and economy boost.

"The weight of the cars is very important," he explained. "I don't think it's the best idea to get more and more power into these models. Our philosophy is to get the right balance between power and performance."

**PAGE 32: BMW 225xe driven**

## And Rolls-Royce studies spirit of electricity

**ELECTRIFICATION** will be rolled out across the entire BMW Group line-up over the coming years, Auto Express has learned.

BMW member of the board and sales and marketing chief, Ian Robertson, told us: "There will be more and more hybridisation in order to meet legislation that is coming."

We asked him if that would be limited to mainstream models, or if we'd see hybrid Rolls-Royces joining the range.

"You'll see hybridisation roll out across the Group," Robertson told us.

He emphasised that – much like the M cars (above) – hybrid Rollers weren't as important as a plug-in 5 Series, but as laws change, so will BMW's most exclusive cars. "If cities drive heavy legislation, then that would push us," he said.

Rolls-Royce has previously experimented with electric cars, such as the 102EX

concept (below) back in 2011. However, the project was canned after public reaction was deemed "ambivalent".

The new information comes as we spied the 2018 Phantom testing (right) on roads around Munich. It's this architecture that Rolls-Royce will likely adapt for future plug-in drivetrains.



**SPIED**



Rolls canned previous study into electric power, but laws have put it back on agenda





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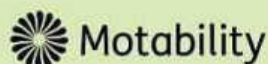
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Official fuel consumption for the Fabia Hatch range in mpg (litres/100km): Urban 46.3 (6.1) - 72.4 (3.9); Extra Urban 67.3 (4.2) - 91.1 (3.1); Combined 58.9 (4.8) - 83.1 (3.4). CO<sub>2</sub> emissions for the Fabia Hatch range are 110 - 88 g/km. Standard EU Test figures for comparative purposes and may not reflect real driving results.





 **OFFICIAL**

# Skoda reveals new SUV rival to Discovery Sport



**John McIlroy**  
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**AE** THIS is Skoda's long-awaited SUV, previewed in a design sketch of a near-production concept that the Czech manufacturer will unveil at the Geneva Motor Show next month.

Known as the Vision S, the show car gives a clear idea of how Skoda's line-up of new SUVs could look as it's rolled out over the next four years. The process will start with this model, the largest, which will take the fight to the Land Rover Discovery Sport when it hits showrooms early next year.

The sketches reveal a prominent front grille and slim headlights, styled on the latest-generation Superb hatchback. They also show how Skoda design chief Jozef Kaban has brought the secondary lights higher, so they sit just below the main units.

There's also a clamshell bonnet – a feature that's likely to be a common trait across each

- **Sketches give glimpse of striking Vision S; to debut at Geneva show**
- **Seating for up to seven; sliding middle row enhances practicality**

of Skoda's SUVs – while at the rear there's a distinctive crease below the hatchback glass that has a slight whiff of BMW X5. The roofline tapers down at the back, although an even more style-focused coupé version is also in the pipeline (see panel, opposite).

The production version of the Vision S will be 4.7m long – slightly longer than a Nissan X-Trail. It will be offered in a five-seat layout as standard, but you can also order an extra pair of seats in the boot. Regardless of configuration, the 60:40 split-fold rear seat will slide 17cm forwards or backwards, allowing owners to prioritise boot space or rear passenger room as required.

The engine line-up will feature familiar VW Group motors, predicted to start with a 1.4-litre turbo petrol. The core motor will be diesel, though – a 1.6 or 2.0-litre, in various states of tune, including the 237bhp

twin-turbodiesel from the VW Passat. Front and four-wheel drive will be offered, along with either a six-speed manual gearbox or a seven-speed dual-clutch automatic.

Skoda also has access to plug-in hybrid technology; the production Vision S could feasibly offer the same set-up as the forthcoming VW Tiguan GTE. However, it has yet to be confirmed for production, as senior company officials are wary of introducing a Skoda that could cost nearly £50,000 in high-end trims and finishes.

There will also be a motorsport-influenced Sportline edition, and a Scout version with more body cladding and rugged styling.

The Vision S will have the Discovery Sport, as well as the Hyundai Santa Fe and Kia Sorento, as key rivals, but it's likely to undercut all three, with a starting price of around £25,000.

## **BARGAIN PRICES**

Entry-level car will start at around £25,000, which undercuts Land Rover rival, as well as Kia and Hyundai models



"It will have five seats as standard, but you'll be able to order an extra pair in the boot"

#### PLUG-IN HYBRID

New SUV could come with a plug-in hybrid drivetrain, although the costs may be prohibitive

## SKODA'S SUV FAMILY

THE production Vision S will be the first of several Skoda SUVs due in the next four years. Our exclusive images reveal some of the highlights, which include a Yeti replacement, as well as two other 4x4-inspired models.



Poblete

### JUKE RIVAL

SKODA is considering a rival for the Nissan Juke. It's said to be the lowest priority of the company's SUVs, though, so we're unlikely to see it before 2019 at the earliest.



Christian Schulte

### ALL-NEW YETI

THE existing Skoda Yeti will be overhauled in 2018, switching to the VW Group's MQB platform. The styling will be toned down, with crisp edges and headlights similar to the Vision S.



Poblete

### COUPE-SUV

SKODA has put a 'coupé-SUV' through customer clinics, as it trials a cut-price rival for the Range Rover Evoque. This would share its underpinnings with the upcoming seven-seater.





# New Mégane estate to

**Exclusive image shows practical Renault is set for dramatic look**



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**AE** RENAULT is preparing to take on family wagons such as the Ford Focus Estate, SEAT Leon ST and VW Golf Estate with its new Mégane Sport Tourer. Our exclusive main image shows how the car could look after our spies caught it winter testing ahead of sales starting later this year.

The Sport Tourer could make its public debut as soon as next month's Geneva Motor Show, but if Renault decides against it we'll have to wait until early summer instead, with sales due in the autumn.

Whenever it does arrive, expect the more practical Mégane to build on the dramatic overhaul that's just been completed by Renault's chief designer Laurens van den Acker on the fourth generation of the conventional five-door hatchback.

The oversized diamond badge and LED daytime running lights will be carried over, as will the hatchback's complex rear-end treatment, which features a strip of LEDs between the tail-lights. However, the estate will get an extended rear overhang in a bid to boost boot capacity to around 1,600 litres with the back seats folded down.

Renault hasn't resorted to extending the Sport Tourer's wheelbase over the hatch model's, but the fact that the Mégane is one of the wider cars in its class should give it a reasonably athletic stance. That width could

also help the interior, freeing up space across the rear row of three seats. The cabin will have the hatchback's 8.7-inch portrait-layout touchscreen in the centre of the dashboard, plus the option of a head-up instrument display for the driver.

The engine line-up will follow that of the Mégane hatchback. Renault has yet to decide which of that car's motors it'll bring to the UK – it's not due on sale until this summer – but we expect the range to feature 1.2 and 1.6-litre turbocharged petrols, and 1.5 and 1.6-litre turbodiesels. The estate is also likely to get the 1.5-litre diesel hybrid that's due in 2017 with CO<sub>2</sub> emissions of less than 80g/km.

The range-topper will be badged GT and will have either a 202bhp petrol engine or a 163bhp diesel, a dual-clutch automatic transmission and firmer suspension.

Renault is also said to be considering allowing its Renaultsport performance division loose on a full-blown 300bhp version of the Sport Tourer, which would be a rival for the Golf R and Focus ST estates. However, it's some way off even if it does get the green light; it'll have to wait until the hardcore Renaultsport version of the Mégane hatchback arrives first, and that's not due until late 2017 or early 2018.

Mainstream Mégane Sport Tourers are likely to match the pricing of the outgoing editions, with a starting figure of around £18,500.

**EXCLUSIVE IMAGE**

## LOADS BETTER

Our image shows how Sport Tourer is set to take on sharp nose of hatch, but with long overhang at rear for up to 1,600 litres of boot capacity



Automedica

**“Renault hasn't extended the wheelbase, but the Mégane is one of the widest cars in its class, which will help space”**



## HOPEFULS

Mazda MX-5 and Jaguar XE are both in with a chance of winning the WCOTY crown



# Brits lead World Car of the Year finalists

THE finalists for the 2016 World Car of the Year Awards have been announced, and British brands are in the running for four of the five honours. In the overall World Car of the Year class, the Jaguar XE and Land Rover Discovery Sport are nominated.

The Jaguar XF is in the running for the World Luxury Car award, while yet another

Midlands offering – the Range Rover Sport SVR – is a top-five finalist in the World Performance Car category.

In fact, JLR has six nominations in total – more than any other manufacturing group. The VW Group has only five nominations.

As it struggles to recover from the long-running diesel emissions scandal,

Volkswagen failed to get one model placed in a WCOTY top 10 it has dominated in previous years. However, sister companies Audi and Skoda – the latter a newcomer to the WCOTY top 10 – were more successful.

As in previous years, several Japanese and German cars are in a position to steal some or all of the glory from the Brits, with

the Mazda MX-5 also in contention for the World Car of the Year crown.

A jury of 73 international automotive journalists, including Auto Express editor-in-chief Steve Fowler and columnist Mike Rutherford, selected the finalists by ballot. The winning cars will be announced on 24 March at the New York Motor Show.



# turn on the style



Christian Schulte

## SPIED

### WINTER TESTING

Spies caught estate on test, and disguise fails to hide tailgate shape and complex rear lights



## Kit boost for up!, CC and Scirocco

VOLKSWAGEN has announced a handful of updates for its range in 2016, including a new up!, sporty CCs and a Scirocco GTS.

The bold Look up! features 15-inch alloy wheels, updated interior trim and black door mirrors and decals. You can order it in Saturn Yellow, Tornado Red or Pure White, with prices starting from £9,995.

Further up the range, the Scirocco GTS sits below the top-spec R-Line, and has a 217bhp 2.0-litre petrol engine. It can cover the 0-62mph sprint in 6.5 seconds. The R-Line's bodykit is carried over, and it gets GTS badges and stripes, black door mirrors and tinted windows. Inside you'll

find more badges, leather seats, stripy seatbelts and chromed sill protectors.

Completing the changes are the CC GT Black Edition and CC R-Line Black Edition. Priced from £29,150, the cars add extra kit as well as cosmetic tweaks.

All upgraded CCs get a black front grille, an electric sunroof and 18-inch alloy wheels. There's also Carbon Nappa leather upholstery inside, with carbon fibre-style details on the inside of the doors. Both Black Editions cost £575 more than their GT and R-Line equivalents.

## OFFICIAL

### UPDATES

New Look up! joins new GTS-spec Scirocco and sporty CCs in VW line-up



**"Bold Look up! features 15-inch alloys and black door mirrors and decals"**



## news in brief



## DeLorean DMC-12 back in production

THE DeLorean DMC-12 (above) is to re-enter production after 33 years. A US law covering low-volume makers means the DeLorean Motor Company (which bought the rights from the original Belfast outfit) will build 300 cars in Texas, each priced around \$100,000 (£70,640).

More modern parts will be used, including better brakes and suspension, to improve on the original eighties design.

## Lamborghini seeks 500 new workers

LAMBORGHINI is ramping up operations as it prepares to build the Urus SUV, by announcing that 500 jobs will be created over the next three years.

The move comes after the brand recorded its best-ever annual sales figures, with 3,245 models registered in 2015. Lamborghini employed 150 additional staff last year, including production line workers and technical staff, with more to follow as the factory is set to almost double in size to accommodate the forthcoming SUV.

## A black or white choice for Smart

SMART has announced two new special editions of its ForTwo and ForFour city cars. The Edition White and Edition Black start from £12,360 for the ForTwo (below), and £12,855 for the ForFour.

Kit such as a leather wheel, stainless steel pedals, 16-inch black alloys, sat-nav, a chrome tailpipe, parking sensors and wider wheelarches are standard.

As the names suggest, the Edition White has a full white paint scheme, and the Edition Black is all black.





The new Infiniti Q30



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Official fuel economy figures for Infiniti Q30 range in MPG (l/100km): Urban 32.5 to 60.1 (8.7 to 4.7), Extra-urban 51.4 to 74.3 (5.5 to 3.8), Combined 42.2 to 68.9 (6.7 to 4.1). CO<sub>2</sub> emissions: 156 to 108 g/km.

Fuel consumption and CO<sub>2</sub> figures are obtained from laboratory testing and are intended for comparisons between vehicles and may not reflect real driving results. Optional equipment, maintenance, driving behaviour, road and weather conditions may affect the official results.

\*Model shown is an Infiniti Q30 Premium Tech 1.5d (80 kW) 6MT FWD at £28,300 On The Road including optional glass roof at £500, metallic paint at £670 and 19" alloy wheels at £700.



# Europe ready to toughen up its new car emissions testing

■ **EU shake-up wants to cut links between makers and test centres**



**Martin Saarinen**  
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**AE** THE EU Commission wants to completely overhaul new vehicle emissions testing to bring it under greater scrutiny and crack down on car makers flouting the rules.

New proposals include introducing spot-checks for models already on sale so non-compliance can be detected earlier and, if needed, recalls issued. Financial ties between manufacturers and the European test centres would also be cut to make the system fairer.

Testing would be better standardised across Europe, too, with the existing mutual trust set-up replaced by peer-reviewing. Currently, a car certified in one member state is free to be sold across the entire continent. It's hoped the system being proposed would give car makers less incentive to shop around for the authority with the most lax protocols.

The Commission also wants the power to suspend, restrict or withdraw the number of services a test centre is allowed to offer, if it's found to be performing below standard.

Plus, the draft laws demand access to new cars' software protocols – a directive to limit the future use of software such as the “defeat devices” in the diesel scandal.

EU commissioner Jyrki Katainen said: “The Volkswagen revelations have



**“To regain customers’ trust, we must tighten the rules and make sure that they are observed”**

highlighted that the system which allows such cars to be placed on the market needs further improvement. To regain customers’ trust, we need to tighten the rules, but also ensure they are effectively observed. It is essential to restore a level playing field and fair competition in the market.”

Greg Archer, clean vehicles director at campaign group Transport & Environment,

■ **EMISSIONS TEST** We visited research centre in Issue 1,389 to see latest emissions testing tech; European test centres will use this kit, but EU wants to cut their ties with makers

welcomed the proposals, but claimed the new rules still “lacked teeth”.

He added: “Without the threat of future EU sanctions, it will be mission impossible to break the strong bond between national regulators and their car makers that has protected the industry but at the cost of higher emissions.”

The proposals are now under evaluation by the EU Parliament ahead of a debate and vote. If approved, the new rules will come into force immediately.

Christian Schulte



**Our image shows look of new Alfa SUV, now subject to delays**

## New Mercedes SLC names its price

FOLLOWING the unveiling of the new SLC at last month's Detroit Motor Show, Mercedes has announced prices. The updated roadster starts from £30,495.

That will get you the SLC 200 Sport with a 181bhp 2.0-litre turbocharged petrol engine. This is a little over £3,000 less than the SLK 200 it replaces, which was available only in AMG Sport spec.

The hot AMG SLC 43 model also goes on sale, and is priced from £46,355. That's nearly £9,000 less than the previous flagship variant – the 416bhp V8-engined SLK 55 – but the SLC 43's turbocharged V6 motor has to make do with only 362bhp.

Despite the new model designation, the Mercedes SLC is essentially just a facelift for the SLK, which gets sleeker lights and an updated grille to bring it in line with its bigger brother, the SL, as well as a redesigned front bumper complete with larger air intakes.



**FACELIFT**  
New name and face for Mercedes drop-top. Interior as stylish as ever



## Alfa expansion plans put back

ALFA Romeo has confirmed plans to delay the launch of its first-ever SUV – revealed in our exclusive image (above) – relaying the news via an investor presentation in Italy.

Fiat Chrysler Automobiles boss Sergio Marchionne confirmed that R&D, manufacturing and product investment at Alfa would be reduced through 2018.

As a result, Alfa's planned product line-up will be completed by mid-2020 rather than 2018.

The SUV will still land by the end of 2017, ahead of six other models. These include a BMW 5 Series rival, plus two further SUVs. Two more “speciality” models, presumably sports cars, will complete the line-up alongside a rear-wheel-drive Giulietta replacement before the end of the decade.



# Meaner, cleaner new Range Rover on road

**Facelifted SUV spied with fresh look; efficiency tweaks expected**



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**AE** THE Range Rover will be facelifted later this year, and we've spotted the updated model testing on UK roads for the first time.

The car in our spy shots is only camouflaged from the bonnet and door handles down, so don't expect a total overhaul – in fact, the changes we can see are actually very minor.

There's a new front bumper, with sportier-looking vents below the headlamps and a black honeycomb grille at the front. Plus, it appears the Atlas Vent 'gills' that sit behind the front wheels on the current car are gone.

The rear looks identical to the current car's, with this test model not even getting any kind of disguise. We ran its number plate through the Driver and Vehicle Licensing Agency (DVLA) vehicle enquiry database, and it told us that this is a 5.0-litre V8 petrol car, which suggests that the supercharged 503bhp engine will make a return in high-spec Autobiography versions.

Other engines will include the brand's 3.0-litre V6 diesel – which delivers 254bhp and 600Nm of torque in the current car – plus the 4.4-litre V8 diesel with 334bhp and 740Nm. The smaller V6 is the most economical choice, claiming 40.9mpg and emitting 182g/km of CO<sub>2</sub>.

Last year, there were subtle efficiency updates to the Range Rover, with tweaks to the engine range to reduce CO<sub>2</sub> emissions. Expect this facelift to bring further refinement, as well as in-car tech updates. The fresh SUV is set to be revealed later this year, with prices starting from around £75,000 for the entry-level 3.0 TDV6 Vogue model.

**SPIED**



**UPDATES** Facelifted car has a new front bumper and grille. 'Gills' on the front doors have gone; rear design remains the same

**"Expect this facelift to bring refinement as well as in-car tech updates"**



**news in brief**

**TEASER**



## Alpina tunes BMW 7 Series to 600bhp

BMW tuner Alpina has released a teaser video of its new B7. Based on the new BMW 7 Series, the hot luxury saloon (above) is expected to make its debut at next month's Geneva Motor Show.

The newcomer is likely to use the twin-turbo 4.4-litre V8 from the B5, and power will be pushed over 600bhp.

At the same time, a new 730i spec has leaked out on BMW's Chinese website. It features a four-cylinder turbo engine, although the brand is "evaluating it" for the UK market.

## Plug-in hybrid cars could use bus lanes

PLUG-IN car drivers could be given exclusive access to restricted bus lanes as part of a £40million Government grant for EV readiness. It's just one of the plans for the eight Go Ultra Low cities announced by Transport Secretary Patrick McLoughlin.

The money will also be invested in rapid charging hubs and plug-in points at street lights. London, Milton Keynes, Bristol, Nottingham, Derby, Dundee, Oxford and York have all been selected.

## Toyota set for full Daihatsu takeover

TOYOTA has announced it is to take full control of Daihatsu, as both companies look to expand in the small car market. Toyota has partially owned Daihatsu since 1998, but will buy the rest of the brand's shares in a £2.1billion deal.

President Akio Toyoda said: "This is an opportunity for us both to stop feeling that we need to go it alone, and trust each other to take full advantage of our respective strengths."



# Mobile users face harsher penalties



**4pts**

**THREE STRIKES**  
Points rise means three offences would disqualify drivers

DRIVERS caught using a mobile phone behind the wheel face higher fines and more penalty points under new proposals from the Department for Transport (DfT).

To curb the number of road accidents caused by distracted motorists, the Government is looking at raising the fixed penalty notice from £100 to £150, as well as upping points from three to four. HGV drivers will receive six points if they're caught in the act.

With four points per offence, three strikes would be enough for drivers to reach 12 points – and face disqualification. Figures from the Driver and Vehicle Licensing Agency (DVLA) indicate that 399 UK drivers have three mobile phone offences on their record.



# WHAT IS THE VALUE OF X?

How does a sleeker, sportier Civic with enhanced aerodynamic styling and 16" alloy wheels sound? Wait, there's more. It'll also cost you £2,000 less.

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Fuel consumption figures for the Civic Limited Edition 1.4 i-VTEC Manual in mpg (l/100km): Urban 42.2(6.7). Extra Urban 60.1(4.7). Combined 52.3(5.4). CO<sub>2</sub> emissions: 129g/km. Fuel consumption figures sourced from official EU-regulated laboratory test results. are provided for comparison purposes and may not reflect real-life driving experience.

**HONDA**  
The Power of Dreams

**Model Shown:** Civic Limited Edition 1.4 i-VTEC Manual in Brilliant Sporty Blue Metallic at £14,995 On The Road (OTR) including £2,000 customer saving applied to the original OTR price of £16,995. **Terms and Conditions:** New retail Civic Limited Edition 1.4 i-VTEC petrol ordered from 04 January 2016 to 31 March 2016 and registered by 31 March 2016. Subject to model and colour availability. Offers applicable at participating dealers and are at the promoter's absolute discretion. Not to be used along with any other offers currently available. **Customer Saving:** £2,000 customer saving off the On The Road price. Customer saving of £2,000 inc VAT will be applied to the retail invoice. Applicable to Civic Limited Edition 1.4 i-VTEC models.



# Companies face £5,000 daily fines for dormant weekend roadworks

■ **Proposals aim to clamp down on councils and utilities leaving works unmanned**



**OFFICIAL**

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**AE** COUNCILS and utility companies face a £5,000 daily fine for running unmanned roadworks at weekends, under new Government proposals.

Overrunning roadworks already carry the £5,000-a-day fine for utility companies, but ministers want to extend it to road projects left unattended over the weekend that unnecessarily inconvenience motorists.

It means work would have to continue on Saturdays and Sundays, or councils would have to lift the roadworks until they resumed in the week. Also under consideration are financial penalties for leaving temporary traffic lights in place after work is completed.

The proposals aim to incentivise local authorities to better manage road repairs on the 24,000 miles of A-roads for which they're responsible. Roadwork management will become even more important as repairs become a more familiar site on our roads with the Government's £250million pothole fund helping to patch up local routes.

Transport Secretary Patrick McLoughlin said: "I want to deliver better journeys for drivers. Roadworks can be essential, but shouldn't be in place longer than necessary."

"That is why I am looking at proposals to reduce queues and make drivers' lives easier. These common sense measures will be a welcome relief to those trying to get from A to B on our local roads."

RAC chief engineer David Bizley welcomed the news and admitted

**UNATTENDED**  
Roadworks sites that are inactive at weekends are a huge source of frustration for drivers, and now Government aims to clamp down on them with proposed £5,000-a-day fine for local councils and utility companies

sitting in weekend traffic is "a real bugbear of motorists". He added: "The thousands of miles of works affecting B-roads and residential streets on which the majority of roadworks take place are not affected by the new policy."

"Motorists recognise there is a cost to weekend working, and while this is beneficial on A-roads, motorists are divided on whether a similar approach is justified on minor roads."

Councillor Peter Box, a spokesman for the Local Government Association, isn't convinced by the policy change, though. He said existing penalties were already enough to make councils complete roadworks quickly and warned that the new measures could create false jobs just to dodge a fine.

"Often, works are left unattended for a very good reason, for example to let concrete dry," Cllr Box explained. "These fines may mean we end up paying people to watch concrete dry because it is cheaper."



## Ditch traffic lights, save £16bn a year



■ **OFFICIAL**

**SWITCH OFF**  
Study claims that replacing lights with give way and filter-in-turn layouts would cut number of stops motorists would make in their cars, and boost the UK economy

AROUND 80 per cent of traffic lights should be scrapped and replaced by filter-in-turn or all-way give way layouts at junctions to save the UK economy billions, claims a report by the Institute of Economic Affairs (IEA).

The IEA study says traffic signals – which have increased by 25 per cent since 2000 – cause unnecessary delays. It estimates a two-minute stoppage on every car trip equates to a loss of approximately £16billion a year.

The IEA recommends many bus lanes, cycle lanes, speed cameras and parking restrictions should go, too.

Cities in Germany and the Netherlands have already successfully ditched 80 per cent of lights, and the IEA believes the UK would achieve similar benefits.

The report said: "The effect of these measures puts an enormous burden on the UK economy. It also imposes huge costs on road users, taxpayers and communities."

## Four years in car for jammed commuters

BRITONS spend four years of their lives in the car commuting to and from work, latest figures reveal.

Vehicle supplier OSV said data shows road delays exceed public transport hold-ups by 20 per cent, with Brits losing on average 34 hours a year stuck in jams.

It gets worse if you don't have an allocated parking bay at work, too, with drivers spending two days a year – or a total of 110 days over their entire career – looking for a space.

OSV director Andrew Kirkley said: "What a waste of time. I'd like to think the Government is looking into ways of resolving the situation."



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# End of the line for the leg

■ Land Rover plant comes to a standstill as final Defender is built  
■ 90 Heritage Soft Top is 2,016,933rd 4x4 in 68 years of production



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**AE** AFTER 68 years of production in which 2,016,933 examples were born, the Land Rover Defender is no more. The last ever model rolled off the production line in Solihull, West Midlands, last Friday.

A Defender 90 Heritage Soft Top (right) was the last version of the iconic 4x4 off the production line, as 700 current and former employees at the Solihull plant watched on. However, the Defender will live on at the facility, with Land Rover announcing a new Heritage Restoration Programme, with a team of 12 experts restoring Defenders from across the globe. These revamped cars will then be sold to the public from July.

Speaking as the final Defender rolled down the line, Jaguar Land Rover CEO Dr Ralf Speth said: "There will always be a special place in our hearts for the Defender among all our employees, but this is not the end. We have a glorious past to champion, and a wonderful future to look forward to."

The silhouette of the Defender is one of the most recognisable in automotive history – a design conceived with lines drawn in the sand at Anglesey, Wales. Its shape remains largely unchanged to this day from the first production model of 1948.

During the 4x4's 68-year history, it's been used in a whole host of different situations. It's been driven by farmers, explorers and royalty, while some cars were transformed into fire engines and cherry pickers. It was the versatility of the basic platform that gave the Defender so much worldwide appeal.

The original Series I model went into full production at Solihull in 1948 and was

primarily designed for farming and agricultural use. By 1966, the Series II edition had been introduced with an updated engine and Land Rover sales had exceeded 500,000 globally. During the seventies, the Series III was conceived and continued the success of its predecessor.

Only in 1990 did the legendary 4x4 officially take on the Defender name, helping distinguish the rudimentary workhorse from the rest of Land Rover's model line-up – which had then expanded to include the Discovery and Range Rover. With 7,000 parts, the car was labour-intensive on the production line, taking around 56 man hours per car.

Last year, Land Rover produced the two-millionth Defender, a car which later sold at a charity auction for a whopping £400,000. In contrast, the very first Land Rover was bought at the 1948 Amsterdam Motor Show for just £450. It was powered by a 1.6-litre petrol engine that delivered just 50bhp.

Nick Rogers, group engineering director at Jaguar Land Rover, added: "This is a special day of fond celebration for Jaguar Land Rover. We all have personal memories of the Defender. It's a true motoring icon and is much loved around the world. The world has changed dramatically in the past 68 years, but this vehicle has remained a constant – something that simply no other vehicle anywhere can claim."

At the event, Land Rover announced an online platform called 'Defender Journeys' that will be set up to allow previous and current owners – who famously included the Queen, Sir Winston Churchill and actor Steve McQueen – to share some of their most memorable journeys.

**OFFICIAL**



"Silhouette of the Defender is one of the most recognisable in automotive history"

## FIVE TOP DEFENDERS



### 1948 SERIES I HUE

THE very first Land Rover is affectionately known as 'Huey' on account of its famous HUE 166 number plate. In 1947, the Rover Company's chief designer Maurice Wilks came up with a working vehicle design to help out on his family farm – and the Land Rover was born.



### HRH DEFENDER

LAND Rover is one of few car brands to get the royal seal of approval, and the Queen has been spotted in the iconic car many times over the years. Not only has she been snapped as a passenger, but she has also been known to drive her own Defender in the UK.



### 1983 RESHAPED

IN 1983, the Series II Land Rover was updated with a larger V8 engine under the bonnet, and the nose had to be extended for it to fit. But it still wasn't formally known as the Defender until 1990, and made use of its Series number and chassis length (90, 110 or 130) until then.



# Legendary Defender



## LAST CALL

The final Defender 90 Heritage Soft Top was born last week – the 2,016,933rd 4x4 to roll off the production line

## OPINION

**John McIlroy**  
Deputy editor

## Defender: the future

LAND Rover has been struggling to come up with a viable successor to the Defender for years. The latest suggestion is that a pointer towards a new version will not arrive until late next year, with the car itself entering production by the end of 2020.

The fact is, it's proving difficult to replicate the car's simple-but-rugged chassis, which has been easily adapted to underpin dozens of custom bodies over the years – including everything from troop carriers to ambulances and ice cream vans.

Engineers need to maintain the Defender's usability and strength while cleaning up CO<sub>2</sub> emissions and, crucially, making it profitable. If they fail, they risk the erosion of the DNA that has underpinned every Land Rover – including money-spinners like the Range Rover and Evoque. So they need to get it right, sooner rather than later.



Jaguar Land Rover bosses and employees past and present gathered to celebrate the end of the road for a British icon



**James Batchelor**

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## Video watch

AT [youtube.com/Autoexpress](https://www.youtube.com/Autoexpress) this week, we drive Kia's new Sportage, plus we have footage of the ultimate Jaguar F-Type.

## First drive video on new Kia Sportage



EVERYONE would agree that the previous-generation Sportage did great things for Kia. So the all-new car has big shoes to fill – and we've already discovered, in a drive of a pre-production version, that it's on target to be an impressive package.

But what's the showroom model like? We find out as we get behind the wheel of the new Sportage for a comprehensive video review.

## See (and hear) Jag's 200mph F-Type SVR



NEWS that Jaguar is bringing a hot F-Type to next month's Geneva Motor Show is big. Even bigger news is that the new SVR will top 200mph.

Up to now, we've only seen spy shots and leaked brochure pictures. Watch our video to see it on the move and hear what it sounds like.



## 2,000,000TH DEFENDER

THE two-millionth Defender was built in the summer of 2015, and Land Rover marked the occasion by making it into a collector's edition model. It sported plaques showing the people involved with building it and also featured the legendary HUE number plate.



## AUTOBIOGRAPHY

TO mark the end of production, Land Rover put together a trio of special-edition Defenders, including this flash Autobiography model. It's notable for being the most expensive Defender ever – costing £61,845. It was limited to 80 units, and its kit list included a full leather interior, alloys and even tinted windows.

You can watch any of our videos on your phone. Simply scan this QR code.







When warning light flashed, Ben took Golf to dealer, and was quoted £1,145 to have the ACC system replaced

# £1,145 adaptive cruise glitch fixed for just £46

**CASE STUDY** Golf owner refuses to pay dealer for “unnecessary” repair to hi-tech safety equipment

**AE** Martin Saarinen

CLEVER tech such as adaptive cruise control (ACC) and autonomous emergency braking (AEB) often comes as an expensive extra on new cars, but few owners consider that it can also make for expensive repairs.

Ben Smith, from Dublin, Ireland, contacted Auto Express after Volkswagen quoted him 1,500 Euros (around £1,145) to replace the ACC on his 2015 Golf, which he believed wasn't even damaged. Having noticed an ACC warning light on his dash, Ben took his Golf to local dealer Frank Keane Volkswagen. It told him there'd been damage to the system, possibly from an impact.

Ben found this very surprising, as to his knowledge he'd never hit anything. “I explained to the garage that I didn't need the system repaired, as it wasn't important to me,” he told us. “However, VW told me it couldn't disable the set-up, and because this was a serious road safety issue, it wouldn't let me drive the car away without signing a consent form.”

Unconvinced, Ben had his Golf towed to an independent garage for an alternative inspection. “I felt I was being forced by the dealer to have the fault repaired,” he said.

The independent garage confirmed Ben's suspicions; there was no damage. Instead, the report – seen by Auto Express – stated

**DAMAGE**  
Garage told Ben ACC mount was broken, and camera cracked; but independent garage said otherwise, and sorted set-up for around £46



**“Dealer told Ben there'd been damage to the ACC, possibly from impact. But he had never hit anything”**

that three sensor bracket retaining nuts had come loose, causing messages to appear. It also said the bracket VW claimed was broken was not the one found in the car. The fix cost Ben 60 Euros (£46).

We called VW Ireland to investigate. A spokesman told us: “On examining

the vehicle it was noted that the ACC's left-hand lower mount was broken, along with a cracked camera.” He also said of the independent fix: “Without repairing the vehicle as per manufacturer guidelines and calibration of the ACC system after replacement, the repair hasn't brought the vehicle back to manufacturer specification. VW cannot guarantee that the vehicle will operate as the manufacturer had intended.”

We contacted Ben after two months, and he told us: “There have been no issues at all. I've used the ACC extensively since the repair.” However, VW told us that in certain instances this may invalidate Ben's warranty.



**Joe Finnerty**

**Buying new doesn't always mean trouble-free motoring. So choose your car wisely**

**AE** MANY car buyers forego cheaper deals available on the used market due to the risk of hidden problems. They prefer instead to buy new, with the hope of trouble-free motoring covered by a manufacturer warranty.

However, these pages are a weekly testament to the fact that money is no guarantee of easy car ownership. A new survey by trading website Autovolo backs that up, too, as it reveals nearly half of Brits regret their recent vehicle purchase.

A quarter of these were because they'd experienced mechanical faults within the first six months. The rest put their dissatisfaction with their new car down to running costs being higher than estimated. Owners were also left frustrated with the steep depreciation of certain models.

We'd always advocate doing some thorough research before buying. Can you meet the monthly repayments if you're on finance? Are you able to foot the fuel bill based on economy figures? Will the insurance premium break the bank? These are all questions you should ask yourself before signing on the dotted line. Also be aware if your chosen car is going to plummet in value in the next few years.

While this is easy enough to do, we're all too aware that there are some expenses you simply can't account for. We seek to right some of those wrongs here, by helping owners who've been left out of pocket or mistreated by dealers and makers.

If you're truly upset with your car, though, what's the best way to make your voice heard? Join the thousands who've already filled in our Driver Power 2016 satisfaction survey at [www.autoexpress.co.uk/driverpower](http://www.autoexpress.co.uk/driverpower).

Joe\_Finnerty@dennis.co.uk  
@AE\_Consumer

**“Mechanical faults, running costs and steep depreciation are behind owners' dissatisfaction”**





## WORN OUT

SL owner found splits in Potenza tyres' sidewalls after 8,000 miles, and refuted Bridgestone claims they were underinflated

# Tyre wear row breaks out over inflation rate

■ Reader's adamant worn rubber is not down to underinflation

**TE** Martin Saarinen

TYRE wear and structural damage are popular grounds for disputes, but it's difficult to prove defects in tyres due to their constant use. This was the situation Peter Scott from Farnham, Surrey, found himself in when his Bridgestones developed bad tears.

Peter fitted Potenza tyres on his Mercedes SL 350 on the maker's recommendation. He also checked the wheel alignment following fitment, to avoid uneven wear.

Yet despite his caution, he found splits in the sidewalls after little use. "The set had done about 8,000 miles before the splits were highlighted. There was about 6mm of tread left," Peter told us.

He asked Bridgestone to investigate the matter, and it then told him he'd run the tyres underinflated. Peter refuted this: "The tyres were always run at the pressures published by Mercedes."

We contacted Bridgestone to find out more, and a spokesman told us: "The condition of the inner liner, shoulder wear and bead condition confirms that these tyres have been run without sufficient pressure for the load. No manufacturing defect was found."

Still, Bridgestone did offer Peter a 20 per cent refund as a goodwill gesture. He said: "I've accepted the refund, but it falls short of what I expected. I maintain my tyre pressures diligently."



## INSURANCE INSIDER

Graeme Trudgill

Executive Director at British Insurance Brokers' Association (www.biba.org.uk)

■ IN the 2002 film *Minority Report*, Tom Cruise used mind-mined data to stop crimes before they were committed. Now I wouldn't claim the insurance industry has enough data to stop accidents before they happen, but there's a lot of data out there.

Access to DVLA information is easy, and at [gov.uk](http://gov.uk) you can check your driving licence details. You can use this info at [mylicence.org.uk](http://mylicence.org.uk) to arrange car insurance; this way, you'll get a more accurate quote.

In the UK, insurers pass policy info to the Motor Insurance Database, and you can check your car is correctly listed for free at [AskMID.com](http://AskMID.com). If you have a crash, for a small charge, you can check the other vehicles involved were insured, too.

The industry collects many other nuggets of information, often after a claim – mostly to help you get fairer premiums. Bodies like Claims and Underwriting Exchange (CUE) log data about vehicles in accidents and about applications and claims to help combat fraud.

Currently, insurers even keep info about no claims discounts – so eventually you won't have to chase NCD confirmations.

Soon, with connected cars, even more information will flow from you to your insurer – perhaps the car of the future will even renew your insurance for you!



## Inbox What do you think?

Contact **Martin Saarinen**

mail@autoexpress.co.uk @AutoExpress

Write to: Watchdog/Letters, Auto Express, Dennis Publishing, 30 Cleveland Street, London W1T 4JD

## HOT TOPIC Ford Focus RS driven

**FROM: nyjerian** GOT to take my hat off to Ford for pulling this out of the bag – squeezing so much power and handling into such a low price bracket. This car reminds me of the Fiat Coupé 20v Turbo – a rare beast which I believe Ford has recreated with the Focus RS.

**FROM: Jonathan Yeung** IF the interior is a priority for you, then the Volkswagen Golf R may be a better option. However, I'd rather see engineers spend their budget on the driving dynamics, and that's what it looks like they did with the RS. I couldn't be happier about it.



We drove RS in Issue 1,405, and readers can't wait to try it

Join the debate at [www.autoexpress.co.uk](http://www.autoexpress.co.uk)

■ "Rude and crude, but obviously quick. You'd have to be very committed to live with one of these cars as a daily driver." **E Monk**

■ "Looks good, but when will Ford release the Mk4 Focus? It needs to be soon, as the car is falling well behind rivals." **Jim**

■ "The interior of the new Focus RS is not to my liking. Grey, with grey and a touch of grey. Added grey is an option, I believe." **Jane**

## VW 'mistranslation' leaves a nasty taste

**FROM: Paul Webber** IT could be argued that, were it not for the British, there'd be no VW as we know it today. We're now told there was a slight 'mistranslation' with regards to the brand compensating owners in the UK. Another good reason for voting to leave the EU, I say.

## Traffic cop cutbacks just tip of the iceberg

**FROM: John Cooper Sykes** MIKE Rutherford is right (Back chat, Issue 1,404). The Government's attitude to the police, as well as the fire and ambulance services, plus the NHS, is rubbish. It's simply not acceptable to cut back on emergency services and expect everything to be fine.

## Cost of battery rental rules out an EV for me

**FROM: Clyde Brown** I'M looking to replace my second car, and thought of a Nissan Leaf. It seemed an excellent choice – until I discovered a monthly battery fee of £70 for 7,500 annual miles. For that, I could run my Jaguar diesel for the same mileage. Until EVs become cheaper, I'll remain with a conventional car.

## Old-style vents are no breath of fresh air

**FROM: Neville Withers** I HAD to smile when I read your road test of the Mercedes A 200d (Issue 1,404), which said: "A trio of circular vents add a modern touch." Well, in the mid-seventies I had a Ford Cortina that also came with chromed circular air vents. There's nothing new under the sun...

## Useful Contacts

THE following provide help with motoring problems. Some services are free, others charge a fee or operate on premium-rate lines (p), while some offer advice for members only (m).

**Legal**  
AA: 0906 010 1300 (p)  
RAC: 0870 5533 533 (m)  
Which?: 01992 822 800  
Consumer Direct: 0845 404 0506  
Local Trading Standards  
Local Citizens Advice Bureau

**Used car inspections**  
AA: 0800 085 3007  
RAC: 0800 085 2529  
**Technical advice**  
AA: 0870 606 1619 (m)  
**Driving licences**  
DVLA: 0300 790 6801

**Car registration/history**  
HPI: 01722 422422  
AA: 0800 316 3564  
DVLA: 0300 790 6802  
RAC: 0800 975 5867  
**Traffic information**  
AA: 09003 401100 (p)  
RAC: 09003 444999 (p)

**Problems with dealers**  
Motor Codes: 0800 692 0825  
Consumer Ombudsman: [www.consumer-ombudsman.org](http://www.consumer-ombudsman.org)  
RMIF: 0845 839 9205 (m)  
Scottish Motor Trade Association: 0131 331 5510

**Problems with makers**  
Motor Codes: 0800 692 0825  
**Financial problems**  
Financial Ombudsman: 0800 023 4567  
**Safety concerns/recalls**  
DVSA: 0300 123 9000





61 144.9127  
**Pm**  
Promethium

73 180.9479  
**Ta**  
Tantalum

190.23

S

# <sup>1</sup>H AT HOME WITH Hydrogen



**Joe Finnerty**

Joe\_Finnerty@dennis.co.uk  
@AE\_Consumer

**AE** HYDROGEN is the future. It'll replace our need for petrol and diesel and save the environment. Two bold statements, but ones that have been made by transport experts for more than a decade – so, is 2016 the year when it becomes reality? With three new fuel-cell models on sale, a UK Government grant in place and funding committed for dedicated and accessible hydrogen refuelling stations, the pieces are starting to fall into place.

But is it really a wise decision to take the plunge right now? To find out what it's like to live with a fuel-cell vehicle that emits nothing but water, Auto Express took delivery of the Hyundai ix35 for a week and put it through its paces.

The ix35 joins the Honda FCX Clarity and Toyota Mirai as one of three FCVs on sale, and it's probably the least conspicuous. Take off the fuel cell decals, and it looks like the regular ix35, whereas the Mirai and FCX Clarity have gone for a more futuristic approach with their respective

designs. Anonymity is part of the Hyundai's appeal, as is the fact it feels like a regular car from behind the wheel.

Sure, the steering is a little heavier through corners, yet that's offset by the instant acceleration delivered from a standing start and the exceptional interior refinement – the likes of which you'd expect if you were in an electric vehicle.

It's not our first experience living with an alternatively fuelled vehicle, either. In Issue 1,373, we reported on our week with an LPG-powered car, and we've spent months with pure electric, plug-ins and range extender models.

After driving EVs, range anxiety is nothing new to us. Our time living with the Hyundai – which took in a mixture of city driving and long-distance trips – brought a new type of worry, though. The ix35 claims to have a range of anything up to 400 miles, thus giving you pretty much free rein to go where you want. However, driving on the motorway at 70mph for 60 miles really hurt that performance and the trip computer was soon telling us we had just 200 miles left.

It still sounds like a decent amount when you consider a Nissan Leaf will cover just 100 miles on a full charge, but

## HANDLING

Steering is a bit heavier than a conventional ix35's, but the hydrogen fuel-cell drivetrain means it's fast off the mark







## RANGE

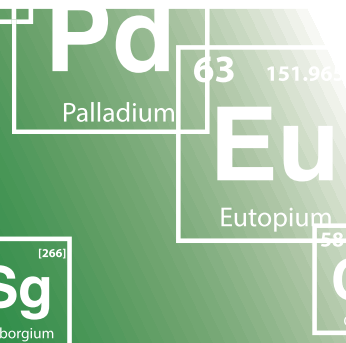
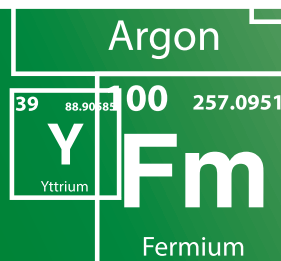
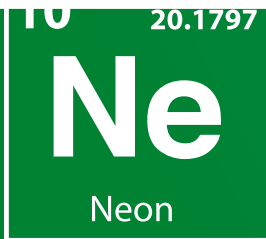
Our man Finnerty found driving on the motorway hurt the ix35's range, although the car is refined at cruising speeds



## REFUELLING

Although hydrogen fuelling stations aren't exactly common in the UK, the ix35's sat-nav will guide you to the nearest. Filling up is very similar to refuelling a petrol or diesel car, as you simply attach a nozzle. It takes a couple of minutes

We spend a week living with Hyundai's fuel-cell ix35 to see if hydrogen really is the future of motoring



Nathan Morgan

run low in a battery car, and the worst you have to do is stop for a few hours and plug it in to the growing network of chargers. And with a range extender like the BMW i3, you can simply head to a petrol station if it all goes wrong.

And that's the real issue with hydrogen. If you're running low, you're unlikely to be able to refuel anywhere convenient or close – there are just four publicly accessible sites in the UK with several more operational on private land.

We'd scheduled a refuelling stop in the middle of our week at the site near Heathrow Airport, and while we'd planned our journey time, by the time we got to our topping-up destination, the fuel light was flashing. That wasn't helped by the trip computer range estimate

**“If you're running low on hydrogen, you're unlikely to be able to refuel anywhere convenient or close”**

dropping 10 miles from when we parked the Hyundai at night and got in it the next day. In total, we'd managed a disappointing 227 miles – and most of that had been run in Eco-mode to eke out as many miles as possible.

Still, the process of refuelling is very easy, as it mirrors the way you'd fill up a traditional petrol or diesel car. The whole process takes a few minutes – you just lock in the pipe and wait until you hit the brim. Beware running it too low before fuelling, though, as the hydrogen won't refill properly due to a lack of back-pressure in the tank.

Robin Hayles, Hyundai's special vehicle manager, has driven 8,000 miles in this ix35, and he admitted that this infrastructure remains the biggest problem: “If you can't fill a car up, then you simply can't use it.”

But this will change – and soon. A Government-readiness project means station expansion is already underway, and by the end of this year, there will be 12 to 14 consumer-facing outlets – a further three will be funded by the EU.

Jump ahead to 2020, and it's estimated that we'll have 65 stations across the UK covering most major areas,





**Hydrogen tank doesn't hinder ix35's boot, which easily swallowed bulky flat-packed furniture on shopping trip**

which will make day-to-day living much easier. Ben Madden, from Element Energy consultancy and UK energy projects, told Auto Express: "Once we get to that point, we'd expect it to be easier to build stations and it will mushroom, driven by the private sector. It's going to be a difficult phase, but then it gets easier and easier."

"I'm confident for the first set of stations, but the second lot needs a collective will from manufacturers and investors, plus it requires Government help."

Our week with the ix35 – which totalled 303 miles – also took us down to a certain flat-packed furniture store in Croydon and revealed there's no compromise to storage with a hydrogen car: there aren't any hefty tanks taking up valuable boot space.

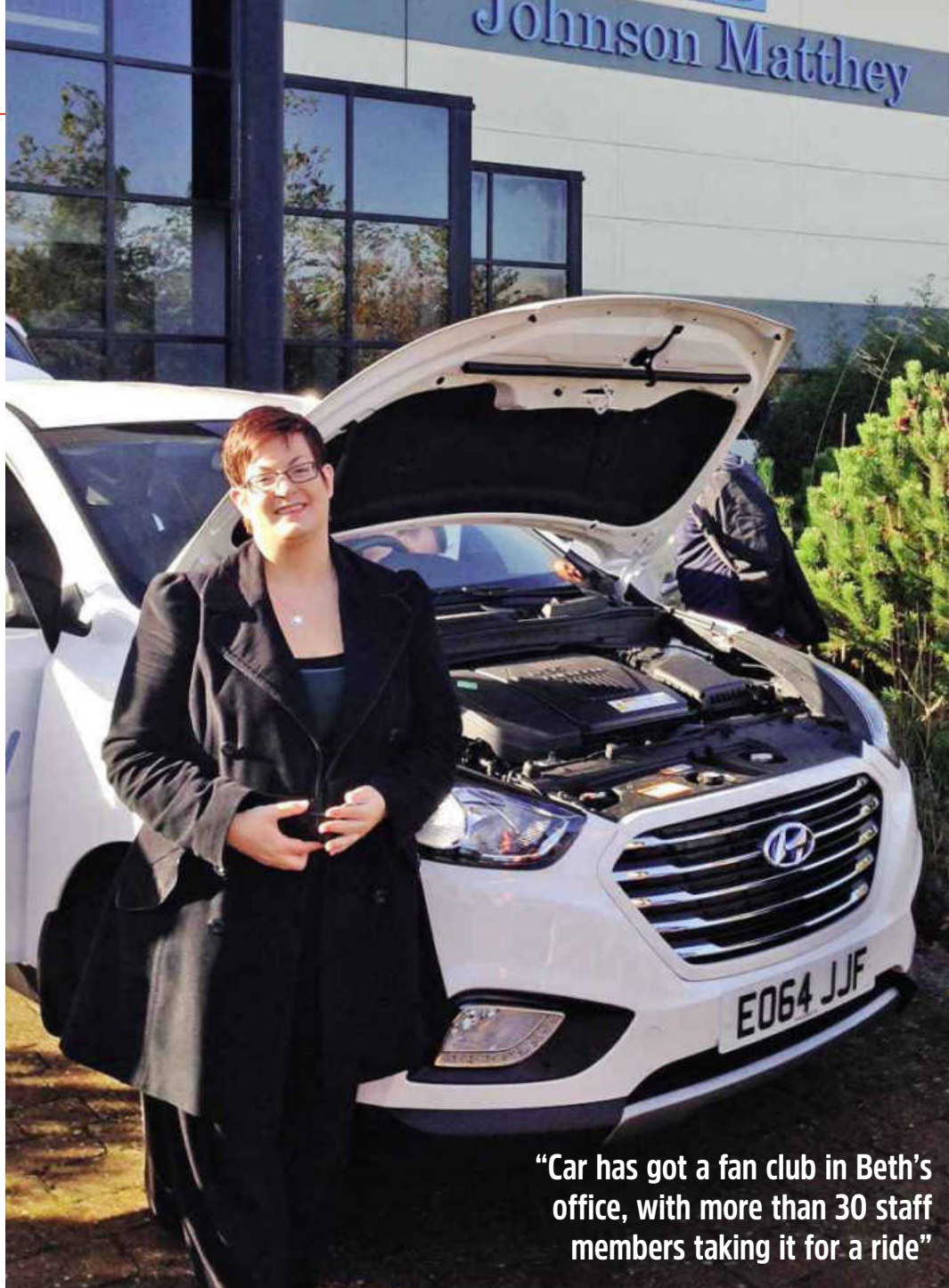
One concern many motorists do point to with hydrogen is safety and worries about a repeat of the Hindenburg airship disaster from the thirties. However, these are misplaced, as Hayles explained: "The tanks are rated twice as highly [as required] from a safety perspective – you won't damage one of these in a road accident. It's an unfair comparison, too, because people get into a petrol car and don't think about sitting on 50 litres of volatile fuel as they accept this as a danger – hydrogen is no different."

Aside from infrastructure, the hydrogen car will live and die by running costs. At this moment in time, purchase prices are high, although they will undoubtedly fall – just as they have for hybrids – plus there's the Government grant. Electric cars can run for as little as 2p per mile, yet hydrogen vehicles won't match that. Our car delivered 227 miles on 5.6kg of gas, which set us back £56 (hydrogen costs around £10 per kg). That's pricier than a petrol or diesel in terms of miles per pound, plus you have to refill more often.

Range won't change, as the tech under the bonnet can't be refined much further – if you need to do more miles, the simple solution is to fit a bigger tank. What will make it more appealing is the price of hydrogen. As more cars hit the road, the hope is that the gas will fall to about £7 per kg, which will make it a more appealing financial decision.

All this prompts Hayles to declare "the days of the traditionally fuelled vehicles are numbered in terms of the mass market". We can't really argue given political and environmental policy, but the question remains whether hydrogen really is the answer. Our week with the fuel hasn't left us convinced that hydrogen will overtake plug-in hybrids and battery electrics any time soon.

**"Range won't change, as the tech under the bonnet can't be refined much further"**



**"Car has got a fan club in Beth's office, with more than 30 staff members taking it for a ride"**



**OWNERSHIP** Beth Dawson and her colleagues have covered nearly 10,000 miles in their fuel-cell ix35, and with hydrogen stations down the road, it's proven hassle-free

## OWNING A FUEL CELL

WE spent a week with our fuel-cell car, but what's it like living with one? Beth Dawson, who works for sustainable tech specialist Johnson Matthey, has run a fuel-cell ix35 as a company pool car, and between her and her colleagues racked up almost 10,000 miles. "It's remarkably unremarkable," said Beth. She has a fuel station near her offices in Swindon, Wiltshire, and another at the Honda factory close by – so hydrogen living is a reality.

She added: "You have to think about fuelling before you set off, and I go out on a journey and make sure I can get back. I've had a couple of squeaky moments, but for the most part it's been okay. As more fuelling stations come online, this will become less of an issue."

The car has also got quite a fan club in the office, with more than 30 staff members taking it for a ride. Beth told us: "We've just had fun with it – people who have used it want to tell us all about it and where they've been."

"We will be one of the first groups of early adopters, but if you have enough people who feel that way, then fuel-cell cars just make sense."





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**Martin Saarinen**

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**AE** LAST month, the Consumer Electronics Show in Las Vegas demonstrated how the cars of tomorrow will be autonomous, connected and data driven.

While automotive technology has moved on a lot in recent years, the most determined drivers will be able to keep up with the times thanks to a thriving market of retrofit options. To see how easy and costly it is to modernise an old model, Auto Express investigated some of the most popular extras found in new cars as aftermarket alternatives on used ones.

**FROM  
£129**



## DAB/Apple CarPlay

**WHAT IS IT?** THE Digital Audio Broadcasting (DAB) radio picks up signal digitally over the airwaves, resulting in less static noise through the stereo along with a wider choice of stations. Around 75 per cent of new cars come with one.

**WHY?** The UK Government has been readying the country for a switch to digital radio for years, as it offers more choice and better coverage. Upgrade to a double-height (2-DIN) DAB unit, and you can also get features like sat-nav.

**HOW?** A DIY expert will be able to deal with the wiring harnesses and external windscreen antennas, but be sure to check vehicle compatibility before purchase.

**SHOULD I DO IT?** A DAB system will improve the sound quality in your car, and some come with the latest features – like Apple CarPlay. It's worth the money in our opinion.

**PRICE?** Our 2015 Product of the Year, Pioneer's AVIC F70DAB (above), costs £629.99, but comes with Apple CarPlay and sat-nav. Smaller, single-height DAB units start at £129.

**FROM  
£60**



## Cruise control

**WHAT IS IT?** Cruise control takes over the throttle from the driver and manages speed automatically.

**WHY?** Using cruise control adds comfort to long-distance journeys. It will also help you avoid fines in average speed camera zones, and boost fuel economy.

**HOW?** It's trickier to fit than DAB, as you'll need to remove the likes of the steering wheel airbag. The ECU may require reprogramming, too; professional help is advised.

**SHOULD I DO IT?** Most cruise control set-ups won't stretch the budget, despite a visit to the garage, and the benefits are ease of driving and lower fuel bills. Go for it if you can get your hands on a manufacturer-approved system.

**PRICES?** These vary for make and car, but systems start from around £60, which is something of a bargain.

**FROM  
£115**



## Head-up display (HUD)

**WHAT IS IT?** A transparent screen that displays essential information like speed and sat-nav directions on to the windscreen and into the driver's eyeline, fighter pilot-style.

**WHY?** With an HUD, you have one less distraction to worry about while driving. Some also warn you when breaking speed limits and transmit other critical info to the screen.

**HOW?** Systems like Garmin's HUD+ (above) only need a 12V socket to work, but they do leave an annoying wire hanging over the centre console and clutter the dash.

**SHOULD I DO IT?** Not the most necessary of accessories, but if you're looking for a little space-age technology to spice up the dashboard, an HUD fits the bill.

**PRICES?** The Garmin HUD+ – nominated as our Innovation of the Year in 2015 – is available from as little as £115.

**FROM  
£89.99**



## Lane departure and collision warning

**WHAT IS IT?** A radar-type system that warns drivers of impending accidents or potential slip-ups.

**WHY?** A single beep can end up preventing a crash or a bump with another car. A recent study found that cars with collision warning have 14 per cent fewer insurance claims.

**HOW?** Most systems work with a 12V socket, but some may need further installation into the car's electronics.

**SHOULD I DO IT?** It won't clutter the dash too much and provides an extra sense of security. However, make sure you know which objects the cameras and sensors detect.

**PRICE?** Most start at £89.99 and combine the features of a dash cam, forward collision and lane departure warning.







“You can kit out an old car to modern standards for £500 – much less than buying a fully loaded new model”

**UPDATE  
FROM  
£500**

**FUTURE  
PROOF**

Fitting all this hi-tech kit to an old model would set you back a modest £500 if you're able to install it yourself

# KIT

How easy is it to bring an ageing model bang up to date with the kind of tech fitted in showroom-fresh cars? We investigate the aftermarket options, and what they cost



## Reversing cameras and parking sensors

**WHAT IS IT?** Sensors and camera attached to the rear of the car that provide feedback when parking.

**WHY?** Parking is never the easiest of tasks, and bumps and scratches never look good – even on an old car.

**HOW?** Fitting sensors could mean cutting holes in the bodywork, or brackets or adhesives. Most cameras and sensors will need power cables running to 12V sockets, too.

**SHOULD I DO IT?** Whether or not you should buy it depends on how confident you are in your parking ability.

**PRICE?** Camera kits start from around £64.99, with model-specific or universal set-ups available. Check with your manufacturer or dealer for what's best.



## Heated seats

**WHAT IS IT?** The stuff of magic on a cold winter morning. Heated seats use electricity to generate warmth that is then spread through the seat to the driver and passengers.

**WHY?** Can prove hugely comfortable during long drives and cold mornings. Yet in a recent AA poll, over 70 per cent of respondents said they could do without it.

**HOW?** Most integrated options will need you to remove the seats and tamper with electrical wires and looms. It's probably best to leave this job to the professionals.

**SHOULD I DO IT?** If cold mornings aren't for you, then it might be a worthwhile investment. However, it's very much a luxury add-on and most could do without it.

**PRICE?** Two pairs of heated pads are priced from around £64.99, but these will require installing, which costs more.

## What you'll expect to shell out...

SO how much would these add-ons cost to kit your car out to modern standards? Our calculations show that it can be achieved for around £500 – if you're prepared to do all the work yourself. Seeking professional help will hike the price, although that's still much cheaper than buying a new car loaded with equipment.

Just beware that you might also have to consider the number of 12V sockets you have available and whether your car's battery is up to the task for the extra electrical drain. It's also worth considering the insurance implications of modifications.

## ...And what the insurers say

GRAEME Trudgill, executive director of the British Insurance Brokers' Association, told us: “You must let your insurance provider know of any modifications you've done. This is because any change to your car ultimately affects its value or performance – and it may make it more susceptible to things like theft.

“Depending on the modification, the insurance provider might ask for a change in policy, and you may have to pay more or less in monthly instalments,” he added. “If your insurer, for some reason, no longer wishes to provide you with cover, it's best to contact a specialist broker which will find insurance providers that specialise in modified vehicles.”





# BMW 2 Series Active Tourer

**FIRST DRIVE** Four-wheel-drive plug-in hybrid premium MPV carves a niche of its own, but doesn't



**Richard Ingram**

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**AE** IT took BMW an age to bring the 2 Series Active Tourer to market. Almost 10 years after the Mercedes B-Class went on sale, BMW launched its own five-seat MPV with a range of small petrol and diesel engines, plus a choice of front or four-wheel drive.

However, 2016 sees the arrival of a new 2 Series – the plug-in hybrid 225xe. Based on the standard Active Tourer, it uses a detuned version of the 1.5-litre three-cylinder petrol engine found in the i8 supercar, paired with an 87bhp electric motor.

The result is a four-wheel-drive MPV that claims to return 141.2mpg in mixed motoring, while emitting 46g/km of CO<sub>2</sub>.

As with the 330e (tested on Page 8) it'll do around 25 miles on battery power alone, and features three separate drive modes for the engine and electric motor. Max eDrive makes use of the charged

battery, Auto eDrive employs the petrol engine as and when necessary, while Save Battery mode maintains the current level of charge. This last mode can even boost the batteries up to 50 per cent full with help from the combustion engine.

From the outside, it looks like any other 2 Series Active Tourer. There's no eco grille or taped off shut lines, nor has the suspension been lowered for improved aerodynamics. The only tell-tale signs are the badges on the back and the charge port by the front left wheel. Just like the 330e, the interior is identical, too, apart from a discreet eDrive button on the centre console.

Unfortunately, unlike the plug-in 3 Series, it doesn't drive as well as the standard car. The 225xe feels both cumbersome and

heavy. The steering is somewhat numb, too, losing the precise edge of its conventionally powered sibling.

That may have something to do with the deep-walled winter tyres fitted to our test car – made redundant by the mild winter weather on our German test route – but we'll have to wait until we get the car in the UK to pass final judgement on that one.

It doesn't feel as urgent, either. A claimed 0-62mph time of 6.7 seconds is impressive – even matching the much more fun MINI Cooper S with which it shares its chassis. However, in reality this feels optimistic, and even in Auto eDrive the 2 Series PHEV felt more sluggish than a diesel-fuelled 220d.

While there is an obvious trade-off in driver fun, you won't resent its performance



**"Unlike the plug-in 3 Series, the 225xe doesn't drive as well as the standard car, feeling cumbersome"**



**36** **AUDI A4 AVANT**  
Does classy new estate have what it takes to beat 3 Series Touring?

**38** **LEXUS GS 300h**  
First UK drive of hi-tech hybrid executive car with sights set on Jaguar's XF.

**40** **PORSCHE 911 TARGA**  
Flat-six 3.0-litre turbo engine breathes new life into most stylish 911.

**44** **OCTAVIA vRS 4x4**  
Hot Skoda now comes with four-wheel drive. We give our verdict.



### NEED TO KNOW

Unlike the 330e, the 2 Series PHEV is four-wheel drive. The electric motor powers the rear wheels, while the petrol engine turns the fronts

## Essentials

### BMW 225xe Sport

<b>Price:</b>	£32,655 (after Gov. grant)
<b>Engine:</b>	1.5-litre 3cyl petrol plus electric motor
<b>Power/torque:</b>	221bhp/420Nm
<b>Transmission:</b>	Six-speed auto, four-wheel drive
<b>0-62mph:</b>	6.7 seconds
<b>Top speed:</b>	126mph
<b>Economy:</b>	141.2mpg
<b>CO<sub>2</sub>:</b>	46g/km

**ON SALE** April



**PRACTICALITY** The slightly smaller 400-litre boot is still a good size, and all three seats fold flat for a van-like load area. The rear bench is 30mm higher to help house the batteries under the floor



**EQUIPMENT** All 225xe models get adjustable drive modes, to enable owners to prioritise efficiency or fun. Elsewhere, 17-inch alloys, cruise control, parking sensors and sat-nav are standard

# PHEV

come cheap



around town. It's silent in Max eDrive, and can creep around city streets without emitting an ounce of CO<sub>2</sub>. If your commute is less than 25 miles and focuses on mainly urban roads, then the 225xe isn't without merit.

The ride is fine and it's as easy to manoeuvre as the standard car. There's little trade-off in practicality, either, as unlike in the 3 Series, the engineers have managed to mount the batteries under the rear seats – leaving the boot almost untouched. Overall boot capacity is down by 68 litres (to 400 litres), but the seats still fold flat to reveal a sizeable load area.

As a result of the cleverly placed batteries, the rear seats are 30mm higher. It doesn't dramatically cut headroom, though, and the high roofline means there's enough space for six-foot passengers to sit in comfort.

The biggest problem for the BMW 225xe is price. Our pick of the range – the 218d – costs £6,015 less spec-for-spec, even after deducting the £2,500 Government

grant buyers of plug-in vehicles will be eligible for when it goes on sale in April. That's a significant difference considering how much better the diesel is to drive.

If you really need the reassurance of all-wheel drive – and most UK buyers will happily do without – the fast but frugal 220d comes with a 4x4 option, yet still undercuts the hybrid by more than £1,500.

That car isn't tax-exempt, mind, but it'll still return 60mpg and feel better suited to longer motorway journeys. The seven-seat Gran Tourer isn't available with the hybrid powertrain.

Unlike the rest of the range, if you want a 225xe, you'll have to make do with Sport or Luxury specifications, as the entry-level SE and racier M Sport aren't even an option. That said, all models boast 17-inch alloy wheels, sat-nav, cruise control, parking sensors and dual-zone climate control. A reversing camera is optional, along with a glass sunroof and adaptive LED lights.



### **Auto Express** Verdict

FOR various reasons, the 225xe feels less resolved than the 330e we tried on Page 8. It's not as good to drive as the standard 2 Series Active Tourer, costs considerably more to buy and for most, the inclusion of four-wheel drive won't be enough to seal the deal. That said, it sits in a niche of its own, and is currently the only premium-badged five-seat plug-in hybrid MPV.







**ON ROAD**  
XC90 majors on comfort over performance, with its soft suspension and refined ride

# Volvo XC90 T8

**FIRST UK DRIVE** Plug-in hybrid version of our Car of the Year hits Britain



**Dean Gibson**  
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**AE** THE Volvo XC90 has already made an impact here at Auto Express. It earned our coveted Car of the Year award last year, and it's the first in a range of new models that the brand is launching to propel itself to the top of the luxury car market.

While Volvo is renowned for its safety features, it's also making a concerted effort to demonstrate its eco-friendly credentials. On top of introducing more efficient diesels across the range, it's ventured into plug-in hybrids – first with the diesel-electric V60 Plug-In estate, and now with this: the XC90 T8 Twin Engine.

The new model is based on technology from the V60, but it has been refined and updated for the SUV. Power now comes from a 320bhp 2.0-litre turbocharged and supercharged petrol engine, instead of the V60's diesel, and it's joined by an

87bhp electric motor. These combine to deliver a claimed total output of 376bhp (factoring energy losses in the drivetrain), although a rotary selector on the centre console allows you to choose how you use the energy of the petrol-electric set-up.

The car runs in Hybrid mode by default, which automatically manages the energy stored in the battery and recharges through engine and road braking. You can also save the battery for later use, or recharge the pack on the move using the petrol engine to turn the beefed-up starter motor into a generator. However, doing this will see your fuel economy plummet, and it will only charge to around 30 per cent, too.

To maximise its potential, you need to plug the XC90 into a charging point. Volvo

offers a range of options for buyers, whether they're at home or at work, and has teamed up with charging specialist Pod Point to provide high-voltage charging. This can replenish the battery from flat in as little as two-and-a-half hours, although it will take longer via a standard 240V plug socket.

There's an Eco mode that enables the car to run on electricity alone, and the brand claims that a fully charged battery will allow you to travel up to 25 miles in this setting.

At the other end of the spectrum, Power mode combines the petrol and electric motors for maximum performance, yet while Volvo claims a 0-62mph time of 5.3 seconds, the XC90's high-riding stance and soft suspension mean it doesn't feel that quick. Still, response is instant when

**"Volvo claims a fully charged battery will allow you to travel up to 25 miles in all-electric Eco mode"**

## Performance

0-62mph/top speed  
5.3 seconds/140mph



## Running costs

134.5mpg (official)  
£49 fill-up



**Hybrid looks identical to regular XC90, with only badging and an extra filler flap marking it out**





## Essentials

### Volvo XC90 T8 Twin Engine Momentum

<b>Price:</b>	£55,455 (inc. £5k Gov grant)
<b>Engine:</b>	2.0-litre 4cyl turbo and s'charger, plus electric motor
<b>Power:</b>	376bhp
<b>Transmission:</b>	Eight-speed automatic, four-wheel drive
<b>0-62mph:</b>	5.3 seconds
<b>Top speed:</b>	140mph
<b>Economy/CO<sub>2</sub>:</b>	134.5mpg/49g/km

**ON SALE Now**

Pete Gibson



#### NEED TO KNOW

From 1 March, the XC90 will only be eligible for a £2,500 Government grant, rather than the existing £5,000 deduction



**FUEL TANK** XC90 T8 is currently the only seven-seat plug-in hybrid SUV on sale. Volvo manages this by fitting a smaller fuel tank (down from 71 to 50 litres), in the hope that owners will make maximum use of the plug-in motor by connecting it to the mains



**EQUIPMENT** Aside from the selectable driving mode screen on the user-friendly touchscreen, the only other difference between the T8 and other XC90 models is the crystal glass gear selector



Cabin is as upmarket as ever. And due to layout of powerplant, T8 retains seats in floor of boot (above), behind roomy middle row



you accelerate. Aside from the silent electric drive, the T8 performs exactly like any other XC90, so it's plush and refined – geared towards comfortable driving rather than sporty handling.

The hybrid powerplant doesn't compromise passenger space, either, making it the only full-size seven-seat plug-in hybrid SUV currently on sale. Even so, the system does eat into space normally taken up by the fuel tank in conventional XC90s, which makes for a smaller 50-litre capacity. This puts further emphasis on trying to charge the battery pack as often as possible.

And apart from some subtle T8 badging on the bootlid, the extra filler flap on the nearside front wing, a crystal gearlever and the Hybrid driving menu, the Twin Engine XC90 looks exactly the same as the rest of the SUV range.



#### Auto Express Verdict

THE XC90 T8 is a technological showcase for Volvo, and the way it drives hasn't been compromised at all. But like other plug-ins, you're only going to make the most of its efficiency by charging it from the mains. While it's a superbly refined and comfortable luxury SUV, as soon as you start using the petrol engine, economy figures plummet. If you don't have regular access to a plug, the D5 diesel is likely to be a more efficient choice.







# Audi A4 Avant

**FIRST UK DRIVE** Verdict as new compact exec estate lands on British roads



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**AE** THE Audi A4 has been offered in saloon and Avant estate guises ever since the first model arrived in 1994. Previously, the former preceded the latter, but this time Audi is launching both versions in the UK at near enough the same time. We drove the saloon late last year, and we've now had our first taste of the load-lugger on British soil.

Like the saloon, the new model is bigger than its predecessor, but it features a raft of weight-saving tech and smart electronics to help it take the fight to the BMW 3 Series Touring and Mercedes C-Class Estate.

From the outside, it's the details that help to distinguish the new A4 Avant from its predecessor. There are sharp new headlamps and a distinctive coachline that runs the full length of the car, while standard roof rails add practicality. The extended roofline of the estate arcs down to a curved tailgate, giving the

car a similar profile to the larger A6 Avant. At the rear, new tail-lamps feature, plus a low bumper aids access to the boot.

Our S line test model has LED lights front and rear, so not only do you get a set of distinctive daytime running lights, but you also benefit from Audi's signature indicators, which strobe in the direction you're turning. Other S line highlights include a sharper bodykit and extra aluminium trim.

Inside, the A4 Avant is exactly the same as the saloon, so you get the brand's hi-tech dashboard, and as S line trim brings sat-nav as standard, there's a fixed tablet-style screen on the top of the dash, too. This is operated via the large MMI control wheel and shortcut buttons ahead of the gearlever. Plus, Audi has fitted a wide, T-shaped gearshifter to the

S tronic auto model, which doubles as a wrist rest for when you're navigating.

In terms of layout, the large screens and controls look good and are easy to use, while the TFT display issues driving tips synchronised with the nav system that give advice on slowing and braking when approaching junctions and roundabouts.

Of course, the Avant has a practicality advantage over the saloon thanks to its spacious 505-litre boot. All models feature a power-operated tailgate that opens quickly. The load cover cleverly rises out of the way at the same time, and it drops again when you close the boot.

The Avant's luggage capacity is 10 litres up on the 3 Series Touring's, while useful features include smart LED strip lighting in the sides and levers to unlatch the 40:20:40

**"Screens and controls look good and are easy to use, while the TFT display issues driving tips"**

## Performance

0-62mph/top speed  
9.0 seconds/132mph



## Running costs

65.7mpg (official)  
£41 fill-up





## Essentials

### Audi A4 Avant 2.0 TDI (150) S tronic S line

<b>Price:</b>	£34,530
<b>Engine:</b>	2.0-litre 4cyl diesel
<b>Power:</b>	148bhp
<b>Transmission:</b>	Seven-speed auto, front-wheel drive
<b>0-62mph:</b>	9.0 seconds
<b>Top speed:</b>	132mph
<b>Economy:</b>	65.7mpg
<b>CO<sub>2</sub>:</b>	112g/km

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#### BOOT CAPACITY

Versatile 505-litre boot is a decent size, but rear seats don't fold automatically



Otis Clay



**MMI** Rotary dial controls various functions on central screen, including the standard sat-nav. Climate control also features, although Audi's Virtual Cockpit display (below) is a £950 option



**EQUIPMENT** Top-spec Avants get big 18-inch alloy wheels as standard, but this trim is pricey. Lesser SE or Sport cars offer better value for money, with all the kit you'll need



#### Cabin feels upmarket; Avant is more fun to drive than before, but still trails 3 Series

folding seatbacks. However, they don't fold flat automatically and require a shove from behind when loading longer items. Still, the low lip is handy and makes access easy.

On the road, the A4 Avant drives almost exactly the same as the saloon model, which means it's a hugely comfortable and refined compact executive car. It has user-friendly controls, light steering and a floaty sensation to the suspension when you put the Drive Select system in Comfort mode.

S line versions feature 18-inch wheels and stiffer suspension, which add a bit of firmness to the ride, while our car's 19-inch rims make it firmer still. However, it's no worse than an M Sport-spec 3 Series, and you can delete the sports suspension option at no extra cost.

Switch the Drive Select system to the Dynamic setting, and the damping is even

harsher and the throttle response sharper. As a result, the car feels eager to turn in and change direction, and there's a neutral handling balance that helps make the A4 more engaging than before. Even so, a 3 Series is still more fun overall.

The 2.0 TDI engine is quiet and refined, yet it still packs a healthy punch. Meanwhile, on twisty roads and in town, the S tronic gearbox is happy to be left to its own devices, continuously selecting the right ratio for the conditions.

It's clear that this gearbox is made for the German market on the motorway, though. At 70mph, the engine turns at a low 1,400rpm in seventh gear, and the transmission kicks down to sixth with even the slightest press of the throttle. This is a little frustrating, as it upsets the car's composure when all you want to do is cruise along. While the six-speed manual will be more work, at least you can take control and won't be making any unnecessary shifts.

## Auto Express Verdict

THE A4 Avant is a fine extension of Audi's compact executive brand, with a big boot, some neat practical touches and a classy cabin with lots of hi-tech features. It's reasonably comfortable to drive, and the 2.0 TDI is an efficient yet powerful performer. And while the A4 still isn't quite as engaging to drive as a 3 Series, it's more than capable. Surprisingly, we'd opt for the six-speed manual, as the S tronic gearbox is a little frustrating to use on the motorway, where this car is likely to spend most of its time.







# Lexus GS 300h

## Running costs

64.2mpg (official)  
£67 fill-up



**FIRST DRIVE** Revised hybrid exec gears up to battle XF and 5 Series



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**AE** THE hybrid Lexus GS has always been an alternative choice in the executive saloon market, with models like the BMW 5 Series and Jaguar XF hogging most of the attention. However, with attitudes to diesels changing, Lexus will be hoping that this facelifted model will start to stand out.

The nose has been updated to match the rest of the range, with larger vents on the front bumper and sleeker headlamps contributing to a much sportier look. Plus, the spindle grille has been extended further forward. The rest of the car is very similar to the previous model, with a few new details on the sills, bootlid and lower rear bumper.

This redesign has worked well, and while the GS isn't as handsome as the latest XF, it's certainly a stylish car. That appeal will only increase when potential owners, who are highly likely to be company car buyers, see the 64.2mpg economy and 104g/km CO<sub>2</sub> emissions figures for this 300h model.

While that's only 5g/km better than the diesel Audi A6 Ultra's 109g/km output, the



**Cabin uses soft-touch materials; buttons on wheel are easy to use**

fact that the 300h is a hybrid puts it in the 15 per cent tax bracket, compared to the Audi's 19 per cent. That'll represent a huge saving over three years and could be enough to convince many buyers to go for the Lexus.

The GS is well equipped, too, with heated leather seats, a 12.3-inch display for the sat-nav and LED headlights coming as standard. It also gets parking sensors,

adaptive cruise control, traffic sign recognition and automatic high-beam.

Plus, the smart cabin feels well built and upmarket, with soft-touch materials throughout. The raised buttons on the steering wheel make a big difference, too, as they're easy to use. But the GS is let down by its fiddly infotainment system – entering a postcode is very frustrating with the imprecise 'mouse'.

The plush seats are comfortable and relaxing, while the electric motor ensures navigating traffic is stress-free. On the motorway, the cabin is well isolated from noise and the cruise control adds usability.

Unfortunately, rivals like the 5 Series and XF are also great cruisers, and they're still fun on a twisty road – where the Lexus can't match them. It's not as practical as an A6, either. The 450-litre boot trails the Audi's by 80 litres, and the GS also offers less rear room – tall occupants will struggle for comfort.

## Essentials

### Lexus GS 300h Luxury

<b>Price:</b>	£36,495
<b>Engine:</b>	2.5-litre 4cyl petrol plus electric motor
<b>Power:</b>	220bhp
<b>Transmission:</b>	CVT automatic, rear-wheel drive
<b>0-60mph:</b>	9.0 seconds
<b>Top speed:</b>	119mph
<b>Economy:</b>	64.2mpg
<b>CO<sub>2</sub>:</b>	104g/km

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**EQUIPMENT** 12.3-inch central display looks great, with DAB radio and sat-nav easy to use. Active cruise control, parking sensors and keyless go are also standard



**PRACTICALITY** The GS only has a 450-litre boot, which is 100 litres smaller than the Jaguar XF's. Under the floor you get a space saver spare, too



**SPACE** Rear is a bit cramped for tall passengers. But everything feels solid, hinting at Lexus' great reliability record, plus the dealer back-up is impeccable



## Verdict

**LOW** emissions, decent build quality and a relaxed driving experience are all major strengths of the Lexus GS 300h – and it now looks great, too. It claims very similar fuel economy to 2.0-litre diesel rivals thanks to the hybrid drivetrain, but those cars are a lot better to drive and more practical. However, if you're after a comfortable company car for commuting, the Lexus is definitely worth a look.





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**PEUGEOT RECOMMENDS TOTAL** Official Fuel Consumption in MPG (l/100km) and CO<sub>2</sub> emissions (g/km) for the 2008 Crossover Range are: Urban 47.1 – 65.7 (6.0 – 4.3), Extra Urban 65.7 – 85.6 (4.3 – 3.3), Combined 57.6 – 76.3 (4.9 – 3.7) and CO<sub>2</sub> 114 – 96 (g/km).

MPG figures are achieved under official EU test conditions, intended as a guide for comparative purposes only and may not reflect actual on-the-road driving conditions. Model shown is a 2008 Crossover Feline Calima 1.2L PureTech 110 S&S with metallic paint at £18,940 OTR. \*Representative 4.9% APR over 37 months. Terms and conditions apply, participating dealers only or visit peugeot.co.uk. Peugeot Motor Company PLC is acting as a credit broker and is not a lender. To finance your purchase we will only introduce you to Peugeot Financial Services, the exclusive provider of Just Add Fuel® (JAF). A guarantee may be required. Finance provided by and written quotations available from PSA Finance UK Ltd t/a Peugeot Financial Services, Quadrant House, Princess Way, Redhill, RH1 1QA. Excess mileage charges may apply. \*The first year Road Fund Licence (RFL) is included in the on the road price. The Dealer will provide customers with a cheque equivalent to twice the current RFL cost. The customer must apply for years 2 & 3 RFL. Just Add Fuel (JAF) is subject to status. \*Minimum age 21, 25 or 30 on selected models, maximum age 75. Policyholder must have a minimum of 2 years NCD to use on the vehicle. All drivers must meet eligibility criteria including minimum 2 years' full UK licence, driving convictions/claims limits. Excesses apply. 3 years motor insurance is provided and underwritten by U K Insurance Limited, which is authorised by the Prudential Regulation Authority and regulated by the Financial Conduct Authority and the Prudential Regulation Authority. Payments will vary according to age, post code and annual mileage. The costs of insurance, servicing and Roadside Assistance are included within the monthly cost of JAF Passport, but are provided on a monthly pay-as-you-go basis and can be cancelled at any time without penalty or affecting the remainder of the JAF Passport contract. Routine servicing included only. Excludes wear parts. \*£1,200 deposit contribution at participating dealers. All offers available on qualifying vehicles ordered and registered between 01/01/16 and 31/03/16 or until such time as they may be withdrawn by Peugeot at its complete discretion. Information correct at time of going to press.

## PEUGEOT 2008 CROSSOVER

MOTION & EMOTION



PEUGEOT





# Porsche 911 Targa 4

**FIRST DRIVE** What effect has new turbo engine had on open-air thriller?

## Running costs

31.7mpg (official)  
£67 fill-up



## Performance

0-62mph/top speed  
4.7 seconds/180mph



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**AE** LAST year, Porsche announced that its entire 911 range would adopt turbocharged engines in an effort to increase performance and reduce CO<sub>2</sub> emissions. The brand's part-coupé, part-convertible Targa benefits from the same controversial treatment – although it's arguably the model that needed it most.

While the Targa may look drop-dead gorgeous, the balletic electric folding-roof mechanism adds weight – it's nearly 100kg heavier than the Carrera 4 Coupé – which dulls performance, meaning the punchier 3.0-litre flat-six turbo engine is a welcome bonus.

You had to rev the old Targa to extract any real speed, but in this new guise, the extra power and torque mean you don't have to work quite so hard to reap the rewards.

The 0-62mph sprint is dispatched in a swift 4.7 seconds, but it's the 450Nm of

torque produced from just 1,700rpm that makes a bigger impact. It gives the Targa extra flexibility over its predecessor, so you can hold it in gear and let the engine pull, when previously you would have had to change down and use more revs.

It's no hardship to work the gearbox, either, as our test car was fitted with Porsche's engaging seven-speed manual. The shift is perfectly weighted, and so precise that it draws you into the car, egging you on to drive it harder. The engine isn't quite as musical higher up the rev range as the old, sonorous flat-six, but it still sings to the limiter, which is now set lower at 7,500rpm.

You won't be surprised that this isn't a purist's car, or a driver's 911, so the extra

**“Extra power and torque mean you don't have to work this Targa so hard”**

mid-range performance is a benefit rather than a drawback, while the improved fuel economy from the more efficient, downsized turbo increases its appeal.

But the Targa still packs all the qualities you expect from a Porsche – fitted with the firm's latest four-wheel-drive system, there's loads of traction to call on, while accurate steering lets you place the car perfectly on the road. However, with the roof off, you can feel that the chassis isn't quite as stiff as the Coupé's. There's not as much flex as in the Cabriolet, but on the washboard roads of South Africa, we could feel the high-frequency vibrations through the structure.

Accept that this isn't an out-and-out sports car, and the Targa's appeal is obvious. It offers the practicality of a coupé with some of the open-air delight found in a convertible; and that's not to mention its style.

Push the button to remove the middle roof panel, and the huge glass rear screen arcs backwards, while the gracefully



**Four-wheel drive gives this 911 strong traction, even in the wet**



## Essentials

### Porsche 911 Targa 4

<b>Price:</b>	£90,240
<b>Engine:</b>	3.0-litre 6cyl turbo petrol
<b>Power:</b>	365bhp
<b>Transmission:</b>	Seven-speed manual, four-wheel drive
<b>0-62mph:</b>	4.7 seconds
<b>Top speed:</b>	180mph
<b>Economy:</b>	31.7mpg
<b>CO<sub>2</sub>:</b>	206g/km

**ON SALE Now**



**EQUIPMENT** Entry-level Targa comes loaded with kit for £90k list price. New front and rear bumpers plus 3D tail-lights differentiate it from its predecessor, but our test car's 20-inch wheels are optional

**NOISE** Driving position is perfect and cabin has high-quality feel, but car doesn't have a soundtrack to match its performance. Turbo has dulled 911's aural character – although £1,773 Sports exhaust releases a louder bark

### NEED TO KNOW

New turbo flat-six claims 31.7mpg and 206g/km CO<sub>2</sub> emissions, despite extra weight of Targa 4 body



choreographed movement tucks the fabric out of sight. The resulting void adds an extra element to the driving experience, along with some wind-in-the-hair thrills; with the roof down, it's rather blowy inside the cabin. Fortunately, the glass screen and big silver roll-bar don't impose on the 911's usability.

The Targa still boasts two small seats in the rear for children or extra luggage, and combined with the front boot, there's a useful 285 litres of luggage space on offer.

When it comes to style, there wasn't much wrong with the Targa, but Porsche has given the car a light nip and tuck to keep it looking fresh. There are new front and rear bumpers, '3D' tail-lights and the same vertically slatted engine cover as the rest of the line-up.

The Targa also benefits from a raft of extra kit, but this tech only adds to its downfall – the price. While the previous model wasn't cheap, this new entry-level Targa 4 costs an even more considerable £90,240.

### Auto Express Verdict

THE new forced-induction 3.0-litre turbo engine Porsche has fitted to the 911 range arguably makes most sense in the new Targa 4, filling in its predecessor's performance gap with gutsy mid-range grunt. The power is expertly delivered, while a refined gearbox means a vast improvement on the previous model. These are teamed with impressive efficiency for such an exhilarating sports car, while it still looks as good as ever on the outside. Even more technology improves the feel of the interior, but at over £90k, it's seriously expensive. You'll have to truly love those new looks to fork out the extra £8,000 it costs over the Coupé.







## Essentials

### Caterham Seven 620S

Price:	£44,995
Engine:	2.0-litre 4cyl petrol
Power/torque:	310bhp/297Nm
Transmission:	Five-speed manual, rear-wheel drive
0-60mph:	3.4 seconds
Top speed:	145mph
Economy:	N/A
CO <sub>2</sub> :	N/A

**ON SALE Now**



**INTERIOR** Despite being labelled as a more usable Seven, the 620S is quite pared back inside, with only a few toggle switches and simple instrument dials



**SEATS** Our test model was fitted with heated and padded carbon fibre seats featuring four-point harnesses, which Caterham sells as a £1,000 option



**DESIGN** SV wide body costs £2,500, but adds more space inside. And this combines with the All-Weather Pack to make the car easier to live with

## Verdict

THE 620S is more accessible than the hardcore 620R, but with the same wild engine it still feels quite a handful in tricky conditions. The optional heated seats and full-weather protection will appeal to many, and for Caterham purists wanting the perfect balance between track day thriller and fast road car, this could be the ultimate compromise. But it doesn't come cheap compared with the rest of the already capable and rapid range.



[www.autoexpress.co.uk](http://www.autoexpress.co.uk)

# Caterham Seven 620S

**FIRST DRIVE** Most extreme sports car reined in with softer set-up



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**AE** LAST year Caterham split its Seven range in two, offering customers a choice of the street-biased S Pack or a race track-focused R Pack. Until now, the flagship 620 has only been available in R trim, but the brand has finally launched the 620S. So is this softer version of the hardest Seven more appealing?

While it's £5,000 cheaper than the R, just under £45,000 remains an incredible price for a car that's only likely to be driven occasionally. Still, it promises to be more usable thanks to softer suspension and a five-speed manual box with taller gearing for better cruising, as well as full weather protection (including a windscreen, roof and heater) and less extreme tyres.

Don't think this is a soft Seven, though. The 2.0-litre supercharged four-cylinder engine kicks out an almighty 310bhp, and in a car weighing little more than half a tonne, this has a massive effect.

On a dry surface, Caterham claims the 620S can rocket from 0-60mph in a mere 3.4 seconds. Push the throttle to the stop



in second gear and your body instinctively tenses up in anticipation of the wheelspin as the torque fizzles the rear tyres.

The limited-slip diff means it will drift sideways, but quick steering ensures it's easy to control. The overwhelming surge of power sees the same happen in third gear (sometimes even in fourth) on damp roads.

But when you find grip, the Seven romps forward with a manic rush, accompanied by an angry blare from the exhaust. It's savage, addictive and scary, although the short-throw gearchange means you can snick through the ratios at incredible speed, while the steering relays incredible detail into your palms.

Our car had the £2,500 optional SV wide body, plus heated and padded carbon fibre seats (£1,000). While we welcome the extra space and the warmth, the padding isn't very thick. The 620S is still very firm, too. It's more usable than the R, but that's due to the hood, doors and windscreen, not the chassis.

**620S is extremely fast, while steering delivers excellent feedback**





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Vehicle shown is 2016 MG3 3Form Sport in Red Rose with black roof and White Trophy Stripe graphics pack.

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Models shown – 2016 MG3 3FORM SPORT in Red Rose with black roof and White Trophy Stripe graphics pack at £10,553 and MG6 TL in Passion Red at £17,995. †On the road (OTR) price of £8,399 applies to the MG3 3TIME with no optional extras and £13,995 applies to the MG6 S. OTR prices include VAT where applicable, vehicle first registration fee, delivery, number plates and 12 months' Vehicle Excise Duty. \*From" prices shown exclude optional metallic paint, accessories and graphics packages. Fuel consumption values shown are based on official EU test figures and are to be used as a guide for comparative purposes and may not be representative of actual driving results.

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Ice track we drove on demonstrated the strong grip of vRS 4x4; power switches between the axles for smooth progress



## Essentials

### Skoda Octavia vRS 4x4

<b>Price:</b>	£27,315
<b>Engine:</b>	2.0-litre 4cyl turbodiesel
<b>Power:</b>	181bhp
<b>Transmission:</b>	Six-speed dual-clutch auto, four-wheel drive
<b>0-62mph:</b>	7.6 seconds
<b>Top speed:</b>	142mph
<b>Economy:</b>	57.7mpg
<b>CO<sub>2</sub>:</b>	129g/km

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**PRACTICALITY** Octavia is still one of the most spacious hatchbacks in its class, and its 590-litre boot trumps the Ford Focus, VW Golf and SEAT Leon's load areas. Folding the back seats boosts capacity to 1,580 litres, while rear passenger space itself is decent



**EQUIPMENT** The 4x4 is only available with the six-speed DSG auto box. Sat-nav is standard on all vRS models, as are unique alloys and bumpers, plus sports suspension



**Jonathan Burn**  
Jonathan\_Burn@dennis.co.uk  
@Jonathan\_burn

**AE** THE Skoda Octavia isn't exactly a car that gets pulses racing, but it offers something for everyone. This is the new Octavia vRS 4x4 – essentially all the best bits from the family car range boiled down and crammed into one off-the-shelf model.

Under the bonnet sits the punchy yet frugal 181bhp 2.0-litre diesel from the vRS, plus there's the trick four-wheel-drive system from the Scout and a slick six-speed DSG transmission taken out of the VW parts bin. But if that's not enough, you can have it all in a family friendly estate body for a £1,200 premium. Parents have never had it so good.

And the great news continues. Because this is an Octavia, it comes with a crowd-pleasing, inoffensive design, plenty of standard equipment and a price tag that still represents decent value for money.

What's unique about this particular car is that it's the only performance diesel hatchback – or estate for that matter – with four driven wheels. The Ford Focus ST diesel,

SEAT Leon FR and VW Golf GTD are all front-wheel drive, and with vRS models sweeping up around 25 per cent of all Octavia sales in the UK, the brand clearly sees a market.

The 4x4 demands an extra £1,450 of your hard-earned cash over and above the standard front-wheel-drive edition, nudging the basic list price up to £27,315. For that, Skoda will throw in 18-inch anthracite alloy wheels, bi-xenon headlamps, sports suspension and dual-zone climate control as standard.

The added traction that comes with four-wheel drive also makes for faster acceleration. The 4WD Octavia gets from 0-62mph in 7.6 seconds – three-tenths quicker than the standard model.

Out on the road, you'll have some difficulty identifying that boost, but you'll notice that the front wheels never spin up under hard throttle – something that's

easily done with a torquey diesel engine under the bonnet.

Unsurprisingly, it's in corners where the advantage of all-wheel drive begins to shine. The vRS uses the fifth-generation Haldex clutch, which is able to send up to 50 per cent of the engine's torque to the rear wheels when necessary. Combine that with the electronic differential on the front axle, and the car becomes a hot hatch you can really lean on in bends.

Steering remains fairly light and the engine is out of puff by 3,750rpm. The six-speed automatic gearbox keeps progress smooth, while four-wheel drive brings that extra bit of stability – and



### NEED TO KNOW

Skoda has sold more than 30,000 examples of the Octavia vRS in the UK since the hot hatch first arrived in 2001

**"In Sport mode it's good fun, as you can exploit that low-down torque to adjust car's angle in corners"**





# Skoda Octavia vRS 4x4

**FIRST DRIVE** Four-wheel drive adds another string to fast family car's bow



inspires plenty of confidence, too. Even in some of the most hazardous conditions the vRS 4x4 is likely to face – as replicated by the ice track we tested the car on – it shuffles power between the front and rear axles seamlessly, resulting in safe and stable progress. Put the Skoda in Sport mode and it even becomes pretty good fun, as you're able to exploit that low-down slug of torque to adjust the car's angle through corners.

However, the extra weight of the four-wheel-drive system will dent your fuel efficiency slightly. The Octavia claims 57.7mpg economy and CO<sub>2</sub> emissions of 129g/km, compared with the 60.1mpg and 124g/km of the front-wheel-drive vRS.

Still, there's no impact when it comes to practicality or luggage space, as it gets the same generous 590-litre boot and sufficient room for three adults in the rear. Opt for the more spacious estate, and load capacity increases to 610 litres.



## Auto Express Verdict

**FITTING** the Skoda Octavia vRS with four-wheel drive simply adds another string to the car's already accomplished bow. The 4x4 offers punchy diesel performance and low running costs with enough traction to help you through a typically dismal British winter. Even with the complex 4WD system, the vRS is still cheaper than an equivalent front-driven Volkswagen Golf GTD or Ford Focus ST diesel.







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REPRESENTATIVE





# Nissan Leaf 30kWh

**FIRST UK DRIVE** Battery upgrade extends range of EV



**Sam Naylor**

Sam\_Naylor@dennis.co.uk  
@SamNaylor\_AE

**AE** THE Nissan Leaf is the biggest-selling electric car in the UK, with over 12,000 finding homes since 2011. The market is growing quickly, however, and rivals are appearing from all sides. BMW, Renault and Kia all now have full EVs on sale.

That's why Nissan has updated the Leaf for 2016 – with 25 per cent more range than before, up to 155 miles. Although the brand says most buyers only travel 62 miles per day, having that extra bit of range will help the car appeal to even more customers, especially as it will now go further on a charge than the Renault ZOE and Kia Soul EV. Charging takes an extra three hours, though, clocking in at 15 hours from a three-pin plug.

There are a couple of other changes, including DAB and a smartphone app that allows you to set the heating before you get in. Other than that, the Leaf is the same – both inside and out. That means there's plenty of space and it feels well built, but the hard plastics and inelegant driver display make it feel somewhat old-fashioned, which is disappointing considering the futuristic powertrain.

Thanks to the instant torque from the electric motor, the Leaf still feels nippy around town. It's quiet and composed on the motorway, too, although the motor does start to feel underpowered at higher speeds. The Leaf encourages gentle progress, with a lot of body roll and insufficient steering feel to enjoy when pushing harder.

Only mid-range Acenta and top-spec Tekna models are available with the 30kWh battery upgrade, costing an extra £1,600 over the 24kWh model, which has an already usable 124-mile range.



## Nissan Leaf Tekna 30kWh

<b>Price:</b>	£26,490 (after grant)
<b>Engine:</b>	30kWh electric motor
<b>Power:</b>	108bhp
<b>Transmission:</b>	Single-speed, front-wheel drive
<b>0-60mph:</b>	11.5 seconds
<b>Top speed:</b>	89mph
<b>Range:</b>	155 miles
<b>CO<sub>2</sub>:</b>	0g/km

**ON SALE Now**

### NEED TO KNOW

The 30kWh battery comes with an impressive eight-year or 100,000-mile warranty – the same as the 24kWh battery



## Verdict

THE extra electric range means the Nissan Leaf will appeal to a few more customers, but in reality, most will make do with the lesser 24kWh model and its modest but usable 124-mile range. It's still a spacious and quiet car, but the dull driving experience and a cheap-feeling cabin remain. It's hard to argue against ultra-low running costs for low-mileage drivers, though.



## Coming soon



### TESLA MODEL X SUMMER

New Model X is the brand's first SUV and will join Model S and upcoming 3 in all-electric line-up.

#### SUPERMINIS

Ford Ka Plus	2017
Ford Fiesta	2017
Kia Rio	2018
Nissan Micra	summer
Renault Twingo GT	mid 2016
Renault 5	late 2017
SEAT Ibiza	2017
Smart ForTwo Brabus	mid 2016
Suzuki Swift	2017
Suzuki Baleno	May
Volkswagen Polo	2017

#### FAMILY CARS

Alfa Romeo Giulia	late 2016
Alfa Romeo Giulia Estate	2017
Audi A3 three-cylinder	mid 2016
BMW 3 Series Plug-in	spring
Fiat Tipo	mid 2016
Honda Civic	late 2016
Honda FCV	late 2016
Kia Optima estate	late 2016
Kia Sportage	February
Jaguar XE Sportbrake	late 2016
Mazda large SUV	2017
MG5	2017
MINI Countryman	late 2016
Nissan Leaf	2017
Porsche Panamera	late 2016
Porsche Panamera estate	2017
Renault Mégane Sport Tourer	autumn
Subaru Impreza	late 2016
Tesla Model 3	late 2016
Toyota Prius	spring
Vauxhall Insignia	2017
Vauxhall Insignia Sports Tourer	late 2017
VW Beetle Dune	mid 2016
VW Golf CC	late 2016

#### SPORTS CARS

Abarth 124 Spider	2017
Alfa 4C Stradale	mid 2016
Aston Martin DB11	late 2016
Aston Martin V8 Vantage	2018
Audi A5	mid 2016
Audi A9	2018
Audi RS4	late 2016
Audi S4	mid 2016
Audi TT RS	mid 2016
Audi TT Sportback	2017
Audi TTQ	2017
BMW i8 Plus	late 2016
BMW M2	summer
BMW M4 GTS	summer
Bugatti Chiron	2017
Caterham sports car	2018
Ford Focus RS	April
Ford GT	late 2016
Ford Mustang GT350	late 2016
Honda CR-Z	2017
Honda NSX	late 2016
Infiniti Q60	November
Jaguar F-Type SVR	late 2016
Jaguar XE R	summer
Kia GT4 Stinger	2017
Lamborghini Asterion LP910-4	2017
Lamborghini Huracán RWD	March
Lexus RC	February
Lexus LF-LC	April
Maserati Alfieri	2017
Maserati Gran Turismo	late 2017
McLaren 540 C	spring
Mercedes C 450 AMG Sport	early 2016
Mercedes-AMG C 63 Coupé	early 2016
MG TF replacement	2020
MINI Clubman JCW	2017
Nissan Pulsar Nismo	mid 2016
Peugeot 308 R Hybrid	mid 2016
Peugeot 408 GT	2018
Porsche 718 Boxster	April
Porsche Mission E	2020
Porsche Panamera	2018
Renault Alpine	late 2016
Toyota FT-1 (Supra)	2017
VW Golf R400	late 2016

TVR sports car	2017
VW Golf GTI Mk8	2019

#### SUVs

Abarth 500X	2017
Alfa Romeo SUV	late 2016
Aston Martin DBX	2017
Audi Q2	late 2016
Audi Q5	late 2016
Audi Q6	2018
Audi Q8	2020
Audi RS Q2	2017
Bentley Bentayga Coupé	late 2016
BMW 1 Series Sport Cross	2017
BMW i5	2017
BMW X2	2017
BMW X3	late 2016
BMW X7	2018
Citroen Grand Cactus	2017
Dacia Duster facelift	March
DS 3 SUV	2018
Ford Edge	spring
Infiniti QX30	mid 2016
Jaguar F-Pace	April
Jaguar 'Baby' F-Pace	2017
Kia Niro	2018
Kia Niro Hybrid	July
Lamborghini Urus	2018
Land Rover Defender	2018
Land Rover Discovery 5	2017
Maserati Levante	summer
Mazda CX-4	late 2016
Mercedes-AMG GT four-door	2017
Mercedes GLC Coupé	June
MG GS	summer
Mitsubishi ASX	spring 2017
Mitsubishi Shogun	2017
Nissan Juke	summer 2018
Peugeot 3008	2017
Porsche Cayenne Coupé	2017
Qoros 2 SUV	mid 2016
Qoros 3 City SUV	2017
Renault Alaskan pick-up	late 2016
Renault seven-seat SUV	2017
Rolls-Royce Cullinan	2018
SEAT SUV	late 2016
Skoda seven-seat SUV	late 2016
Skoda Coupé SUV	2017
Skoda Yeti	2017
Suzuki Ignis	2017
Tesla Model X	summer
Toyota C-HR	summer
Volkswagen Tiguan	April
Volkswagen Golf SUV	2017
Volvo XC40	2017
Volvo XC60	2017

#### PEOPLE MOVERS

BMW 2 Series Plug-in	spring
Renault Scenic	late 2016
Vauxhall Zafira	late 2016

#### CABRIOLETS

Audi R8 Spyder	May
BMW i8 Spyder	late 2016
BMW M2 Convertible	2017
Ferrari 488 Spider	spring
Fiat 124 Spider	summer
Jaguar XE Convertible	2017
Lamborghini Huracán Spyder	April
Mercedes C-Class Cabriolet	mid 2016
Mercedes S-Class Cabriolet	March
Mercedes SLC	April
MINI Convertible	March
Range Rover Evoque Convertible	February
Rolls-Royce Dawn	March
VW Beetle Dune cabriolet	late 2016

#### LUXURY CARS

Audi A8	2017
BMW 5 Series	summer
Cadillac ELR	mid 2016
Infiniti Q80	2017
Mercedes E-Class	mid 2016
Rolls-Royce Phantom	2017
VW Phaeton	2018
Volvo S90	summer



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# Kings of



## New Toyota RAV4 meets class of crossover field from Renault and Hyundai

**AE** THE compact crossover class is fit to burst, with nearly every manufacturer offering one of these fashionable family cars.

Yet that hasn't stopped the flow of new arrivals, like Toyota's new RAV4. It's essentially a mid-life refresh, but has moved away from its rugged SUV roots with more kit, stronger fuel efficiency and sleeker looks. Yet the RAV4's

core appeal remains undimmed. Spacious, practical and well built, the high-riding Toyota still has substance to match its new-found style.

It faces some very stiff competition in the shape of the Renault Kadjar and Hyundai Tucson. The Renault is our reigning class champ, with its blend of slick design, top-notch quality, a spacious interior and

impeccable refinement. It also represents great value for money and costs no more to run than a compact family hatchback.

Equally desirable is the Hyundai, which replaces the ungainly ix35. Featuring shrunken Santa Fe looks, a roomy interior and a class-leading aftersales package, it's very desirable. But which is the crossover king of the hill?

Pictures: Pete Gibson Location: Goodwood, West Sussex



66

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Approved used Diesel S version of compact SUV thriller joins our fleet.



68

**LIVING WITH A... SSANGYONG TIVOLI**

Focus is on value, but crossover is proving a capable all-rounder.



# the hill



**KADJAR**

**Renault Kadjar 1.6 dCi**

**Price:** £24,795 **Engine:** 1.6-litre 4cyl turbodiesel, 128bhp  
**0-60mph:** 10.5 seconds **Test economy:** 42.4mpg/9.3mpl  
**CO<sub>2</sub>:** 117g/km **Annual road tax:** £30

**TUCSON**

**Hyundai Tucson 1.7 CRDi**

**Price:** £25,395 **Engine:** 1.7-litre 4cyl turbodiesel, 114bhp  
**0-60mph:** 11.5 seconds **Test economy:** 45.0mpg/9.9mpl  
**CO<sub>2</sub>:** 119g/km **Annual road tax:** £30

**RAV4**

**Toyota RAV4 2.0 D4-D**

**Price:** £24,595 **Engine:** 2.0-litre 4cyl turbodiesel, 141bhp  
**0-60mph:** 9.6 seconds **Test economy:** 40.3mpg/8.9mpl  
**CO<sub>2</sub>:** 123g/km **Annual road tax:** £110



**MODEL TESTED:** Toyota RAV4 2.0 D4-D Business Edition

**PRICE:** £24,595 **ENGINE:** 2.0-litre 4cyl, 141bhp

**AE** THE Toyota RAV4 has been a fixture in the brand's price lists for the past two decades. It started as a funky, high-riding alternative to traditional family cars, before morphing into a compact SUV.

Now, with so many new crossovers hitting the market, Toyota has gone back to the RAV4's roots, delivering more style and lower running costs. As before, four-wheel drive is available as an add-on, plus there's now the option of hybrid power. However, for its first test, we sample the front-wheel-drive 2.0-litre diesel, in £24,595 Business Edition trim, although the car in our pictures is an Icon model.

## Styling 3.1/5

GLANCE at the latest RAV4 and you could easily mistake it for the old model. Toyota has treated this new version to a mild refresh, rather than a full facelift, so the sheetmetal remains largely unchanged.

Look closely, though, and you'll spot the updated grille and sweeping headlamp design, both of which take their cues from the recently revised Auris and Avensis. Elsewhere, there are reprofiled bumpers front and rear, while the tail-lamps benefit from distinctive LED lights. There are also new alloy wheel designs, although the two-tone 17-inch rims featured on our test car are a £950 option.

You can add further personal touches to your Toyota with a pair of styling upgrades; the £795 Style Pack brings a silver-effect skid plate to the front bumper and running boards, while the £975 Styling Pack Plus adds chrome to the doors and tailgate.

Even more similar is the interior, which has been carried over virtually unchanged, apart from the adoption of Toyota's Touch 2 infotainment system and the addition of new dials taken from the Avensis. Compared with the slick designs of the Hyundai and Renault cabins, the Toyota's looks a little dated.

This model has the same angled centre console, rectangular instrument cluster and mix of air vent shapes as before. It suffers with more cheap-looking, hard plastics than in either of its rivals, although you can't argue with the first-class build quality.

There's also a decent amount of standard kit, with this Business Edition model getting sat-nav, climate control, a reversing camera and power-fold mirrors.

## Driving 3.4/5

WITH 141bhp, the Toyota's 2.0-litre diesel is the largest and most powerful unit here, while its 320Nm torque output is matched by the Renault. Yet despite this advantage, the RAV4 trailed the Kadjar at the track; the newcomer was faster from 0-60mph, with a respectable time of 9.6 seconds, but taller gearing meant the Renault still had the advantage during our in-gear assessments.

Out on the road, the differences are harder to detect, especially as the Toyota uses its larger-capacity engine to good effect, delivering a more eager response at very low revs. Plus, it's paired with a competent six-speed gearbox that provides a light and precise action.

The RAV4 feels remarkably composed through corners, too. You sit higher up than in the other two cars, and the steering has very little resistance; but turn into a corner, and you'll find the Toyota responds promptly, benefiting from decent grip and strong body control. You'd struggle to call it fun, but it feels lighter on its feet than either the Renault or the Hyundai, resulting in an appealing drive. This

### Testers' notes

"There's a lot to like about the new RAV – it's good to drive, practical and robustly built. Yet the new line-up is a little odd, especially the transmission choice. You can only get the diesel with a six-speed manual, while the CVT automatic is only available on the 2.0-litre petrol and 2.5-litre petrol/electric hybrid – both of which are four-wheel drive only. We think a 2.0-litre diesel AWD auto would have been a popular choice with many buyers."



James Disdale Road test editor

poise doesn't come at the expense of comfort, though, as the RAV4 does a good job of soaking up bumps.

It's not as supple as the Renault, but doesn't crash into potholes like the Hyundai. The high-set driving position, decent visibility and light controls also make it a doddle to drive around town, while the standard reversing camera takes the stress out of manoeuvring – but parking sensors are a £495 option.

Unfortunately, this easygoing nature is undone by poor engine refinement. The 2.0-litre diesel suffers from an intrusive rattle at idle and emits a constant background drone at 70mph – although it registered the same 69dB figure as the Kadjar.

## Ownership 4.0/5

TOYOTA'S dealers have a strong reputation; they placed second, behind sister brand Lexus' network, in our Driver Power 2015 satisfaction survey. The brand didn't fare quite as strongly overall, though, with an eighth place ranking, just one spot behind Renault. Just like every other Toyota, the RAV4 boasts a five-year, 100,000-mile warranty, which is a year longer than the Kadjar's.

Like the pre-facelift car, this latest model gets seven airbags, stability control, an adjustable speed limiter and a five-star Euro NCAP rating.

However, you can now also add the Safety Sense kit to all models except the entry-level Active. This worthwhile package costs £695, and includes autonomous emergency braking, adaptive cruise control, lane departure warning, a driver fatigue sensor and road sign recognition cameras.

## Running costs 3.7/5

AT £24,595, the RAV4 undercuts its rivals by a small margin. Yet get past the lower list price and it doesn't make as much financial sense.

For instance, CO<sub>2</sub> emissions of 123g/km are the highest here, placing the car one Benefit in Kind bracket above the Hyundai and Renault. As a result, business users will pay more in company car tax, while private buyers will face an annual VED bill of £110, as opposed to £30 on the other two cars.

The Toyota isn't quite as well equipped as the competition, either, and with limited options available, you'll have to move up to the £26,995 Icon to match the generously kitted-out Tucson.

It's not all bad news, however. Our experts predict the RAV4 will retain 47.6 per cent of its new value after three years, which means it'll be worth just under £2,000 more than the Kadjar. We also returned a respectable 40.3mpg at the pumps.



# Toyota RAV4







## Practical

BIGGER body means more space inside, with large boot that expands to 1,735 litres. There's a space-saver spare wheel under the floor, too. On the road, RAV4 is comfortable and delivers plenty of grip; if only engine was more refined



# RAV4



**CO<sub>2</sub>/tax**  
123g/km  
£110 or 22%



**Practicality**  
Boot (seats up/down)  
547/1,735 litres



**Performance**  
0-60/30-70mph  
9.6/9.3 seconds



**Braking**  
70-0/60-0/30-0mph  
57.3/33.5/10.5m



**Running costs**  
40.3mpg (on test)  
£61 fill-up



## Interior

CABIN is same as in previous model, and feels outdated compared with rivals

## Technology

THERE'S lots of kit. Business Edition gets sat-nav and reversing cameras included



## Practicality 4.3/5

WITH fractionally bigger external dimensions than the competition, the Toyota leads the way when it comes to space and functionality. Open the tailgate and you'll find a well shaped and generously sized 547-litre boot that features a handy, multiple-position luggage net. The 60:40 split rear bench folds completely flat in one easy movement, leaving a generous 1,735 litres of load capacity.

There's also plenty of handy storage in the cabin, including large door bins, a cavernous glovebox and several cup-holders. And while the RAV4 doesn't offer any extra rear seat space over its rivals in this test, it does benefit from reclining seatbacks and a virtually flat floor.

## Testers' notes

"Toyota's optional Safety Sense package is great value at £695. For nearly the cost of metallic paint, you get adaptive cruise control, autonomous emergency braking, lane departure warning, traffic sign recognition and a driver fatigue sensor."



**Dean Gibson** Deputy road test ed.



**MODEL TESTED:** Renault Kadjar 1.6 dCi Signature Nav

**PRICE:** £24,795 **ENGINE:** 1.6-litre 4cyl, 128bhp

**AE** RENAULT has struck gold with the Kadjar, which has cemented its place at the top of the crossover class with a number of resounding road test victories. It shares much of its running gear with the Nissan Qashqai, but Renault has added just enough individual touches to make the Kadjar stand out. It's available with a 1.2 turbo petrol engine, or 1.5 and 1.6 dCi diesels, while four-wheel drive is offered on top-spec models. In this test, we try the well equipped £24,795 1.6 dCi Signature Nav trim.

## Styling 3.8/5

WHEN it came to designing the Kadjar, Renault had to work around the Nissan underpinnings, used as the basis of this model. However, every panel is unique, so the car has its own look. It's more rounded than both the sharply styled Tucson and upright RAV4, and as a result, doesn't have such an aggressive appearance.

It's marginally smaller than both rivals, but the Kadjar is no shrinking violet, thanks to its distinctive nose, styled on the smaller Renault Captur. The front end is dominated by a vast diamond badge, and the curved grille flows to a pair of sharp headlamp clusters, with typical Renault-style LED daytime running lights.

Lower down, there's plenty of black plastic, while the grey cladding on the doors is broken up by a flash of chrome. Stylish creases follow the curved wheelarches around the body, while smart 19-inch two-tone alloys are fitted as standard. Unfortunately, this specification doesn't have an option for smaller 17-inch rims, which would take CO<sub>2</sub> emissions to below 100g/km.

At the back, the rounded tailgate is a little awkward, with a hump under the glass. Still, this shape does provide a decent boot, and gives rear visibility that's an improvement on the Hyundai's.

An impressively finished cabin puts the car well ahead of the dated Toyota, with an easy-to-use TFT dash layout that looks bright and modern compared with the RAV4's traditional dials.

The air vents in our model felt a little flimsy, but there are plenty of soft-touch plastics used throughout. Overall, the Kadjar appears well built, with flashes of gloss-black plastic and matt-silver trim giving the cabin a definite premium feel.

## Driving 3.9/5

THE Nissan associations extend to the engines, so the 128bhp 1.6-litre diesel will be familiar to Qashqai owners. Yet while it's the smallest unit here, with less power than the RAV4, the Renault was a strong performer at the track.

It completed the 0-60mph sprint in 10.5 seconds, which was seven tenths slower than the Toyota, yet proved to be unbeatable during our in-gear tests. For instance, it went from 50-70mph in sixth gear in just 9.4 seconds, which was nearly 1.5 seconds quicker than the RAV4; this is partly explained by the Renault's shorter gearing. The Kadjar turns 2,100rpm at 70mph, whereas the Toyota only registers 1,900rpm at the same speed.

In the real world, there's little to separate the Toyota and Renault, and both feel more lively than the Hyundai. The Kadjar can be a little sluggish at low revs, but there's a sudden surge of acceleration when the turbo starts spinning at just over 1,500rpm. While it's fairly easy to modulate,

### Testers' notes

"The Kadjar looks totally different to the Nissan Qashqai that it's based on, but on the road, the similarities are easy to spot. This is mainly down to the electronic driver systems, such as the Understeer Logic Control. This brakes individual front wheels to resist understeer in corners, but on both cars, it feels too aggressive and actually slows progress. Still, like the Qashqai, the Kadjar is refined and comfortable."



James Disdale Road test editor

the throttle response isn't as crisp as the Toyota's. Still, the Renault's 1.6-litre unit is quieter than both rivals' engines, plus its six-speed gearbox has a smooth action. And although the Kadjar isn't the most dynamic car, it handles tidily and securely.

It's not the most agile choice here, partly down to a feature called Understeer Logic Control, which applies the brakes to help the car hold its line in corners. Like the similar system used for the Nissan Qashqai, the set-up feels more intrusive than other torque-vectoring systems, making the car feel slow through corners – but you're unlikely to activate it much in day-to-day driving.

On the plus side, the Renault has the upper hand for comfort and refinement. Even on its large 19-inch alloys, the Kadjar soaks up poor surfaces, while the interior is well insulated from wind and road noise.

## Ownership 4.2/5

RENAULT has worked hard to improve its image, and with models like the Captur performing well in our Driver Power satisfaction surveys, it appears the effort is paying off. The brand came seventh in 2015's poll – 14 places ahead of Hyundai – although Renault's network didn't finish quite as far ahead in the dealer ratings; it was only five places above its rival, in 12th.

As the Kadjar is brand new, it has yet to appear in Driver Power, but the Qashqai on which it's based finished 21st. The Renault uses tried-and-tested mechanicals, so it's likely to be a good performer, plus a four-year warranty covers major parts.

Euro NCAP gave the Kadjar a five-star rating, thanks to its six airbags, side impact bars and emergency brake assist. Signature models add traffic sign recognition and lane departure warning, which emits a bassy rumble through the speakers to warn you of any transgression.

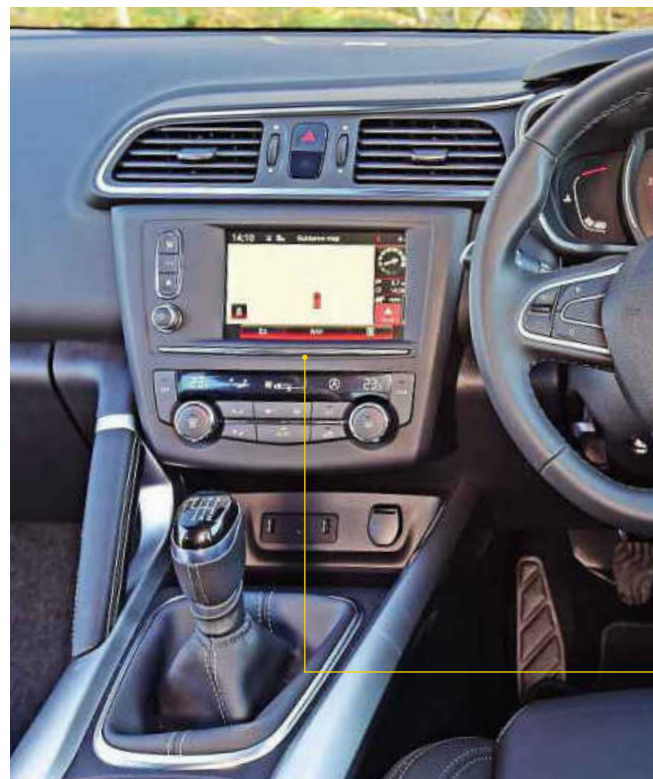
## Running costs 4.4/5

ON paper, the Kadjar is good value, and our 1.6 dCi Signature Nav costs only £200 more than the less well equipped Toyota. Sat-nav, climate control, DAB radio, keyless go, an upgraded Bose stereo and LED headlamps are all standard, but heated leather seats are a £1,250 option.

We managed an acceptable 42.4mpg economy on test, although that was 2.6mpg down on the Tucson, and the smaller fuel tank further limits the range. Still, with CO<sub>2</sub> emissions of 117g/km, the Renault is fractionally more cost effective for company car drivers, with higher-rate earners saving £82 a year in Benefit in Kind tax over the Toyota.



# Renault Ka







## Boot space

KADJAR offers 527 litres of luggage space, plus handy underfloor storage. Levers to fold seats are in the boot, too. It's not the most fun car to drive, but it scores on comfort and refinement



# Kadjar



**CO<sub>2</sub>/tax**  
117g/km  
£30 or 21%



**Practicality**  
Boot (seats up/down)  
527/1,478 litres



**Performance**  
0-60/30-70mph  
10.5/10.8 seconds



**Braking**  
70-0/60-0/30-0mph  
48.6/35.5/10.5m



**Running costs**  
42.4mpg (on test)  
£56 fill-up



## Interior

SOFT-touch materials and top-quality finish add to Renault's appeal

## Media

TFT touchscreen is easy to use and has a bright layout



## Practicality 4.3/5

RENAULT claims a 527-litre boot for the Kadjar, which is a big improvement on the Tucson's 488-litre capacity, and only 20 litres behind the RAV4's. There's underfloor storage, plus seat-folding levers in the sides of the boot. The load area is squarer than the Hyundai's space, but if you want to carry a spare wheel, a space-saver will cost you £95.

Fold the seats and there's a useful 1,620 litres of space, although the Toyota is larger still, with a figure of 1,746 litres. Rear space is similar to both rivals, but like the Hyundai, there's intrusion from the transmission tunnel. Cabin storage is well thought-out, with a decent glovebox, two-level centre armrest bin and a 12V socket for rear passengers.

## Testers' notes

"One of the impressive features of the Kadjar is the quality of the finish. The interior is full of soft-touch plastics and everything feels solid. Crisp TFT dials and clear touchscreen add to the car's upmarket appeal."



**Dean Gibson** Deputy road test ed.



**MODEL TESTED:** Hyundai Tucson 1.7 CRDi Premium

**PRICE:** £25,395 **ENGINE:** 1.6-litre 4cyl, 114bhp

**AE** THE Tucson name made a return to the UK in late 2015, after an absence of five years. The chunky crossover replaces the ix35 and features classy looks inspired by the larger Santa Fe.

Buyers get a choice of a 1.6-litre petrol engine, plus 1.7 and 2.0 CRDi diesels. Four-wheel drive is available on the more powerful models, but here we test the £25,395 1.7 CRDi Premium.

## Styling 3.8/5

TAKE a look at the Tucson and it's clear that the design has been influenced by the brand's larger models. The car's nose is dominated by a bold trapezoid grille, which is flanked by a pair of slim headlamps. Lower down, fake grilles are decked out with foglights. The low bumper lip shows that the Tucson has been designed more for on-road use, and even the four-wheel-drive versions won't be able to head very far off the beaten track.

Further back, the car's slab sides are broken up by subtle creases, while the window line is accentuated on this Premium model by a strip of chrome trim. The slender tail-lights take their cues from the i20 supermini, but there's a small rear window, so the view out the back isn't great. Overall, the Tucson looks chunky and has some neat detailing, and while it isn't as stylish as the Kadjar, it has the utilitarian Toyota beaten for kerb appeal.

Inside, the Tucson continues Hyundai's current trend for high-quality build and slick design. There's cool blue illumination for the dashboard and centre console, while the standard sat-nav gets a large touchscreen with clear graphics that are easy to use.

Build quality is good, and soft-touch plastics are used for all the buttons and switches. But there are some harder plastics on show, and the grey metallic centre console that surrounds the infotainment and switchgear look just a little low rent.

Still, there's plenty of standard kit, with Premium spec getting leather-trimmed heated seats (front and rear), sat-nav, cruise control and DAB radio. However, the only add-on available is metallic paint, so for more kit, such as keyless entry or LED headlights, you have to go for the £28,695 Premium SE, which is only available with the larger 2.0 CRDi engine.

## Driving 3.8/5

HYUNDAI has worked hard on refinement, and it certainly shows, as there's far less engine noise than from the Toyota.

But with just 114bhp, the Tucson is also the least powerful car here, so it's no surprise it trailed behind both rivals on the track. It completed the 0-60mph sprint in 11.5 seconds – a second slower than the Kadjar and 1.9 seconds behind the RAV4.

The performance gap was just as noticeable during our in-gear assessments, where the 280Nm torque figure put the Hyundai at a considerable disadvantage against its more muscular competition.

However, in the real world the Tucson feels more than capable, and will happily keep up with the flow of fast-moving traffic. It never feels as lively as the Toyota, but it equally doesn't seem out of its depth.

The Tucson has user-friendly controls, with a smooth but vague gearshift, and a light clutch pedal, which means it's easy to drive around town. Hyundai has added its Flex Steer system to the car, although it now has only two modes: Normal and Sport. The latter adds a bit of weight to the wheel, but it doesn't

### Testers' notes

"The 1.7-litre CRDi is outgunned by its more powerful rivals here, so buyers looking for more poke should consider the 134bhp 2.0-litre option. It cuts the claimed 0-62mph time to 10.6 seconds, but will set you back £26,795 in Premium guise, and £24,545 in SE Nav trim. However, there's an efficiency penalty for this extra performance, with CO<sub>2</sub> emissions rising to 127g/km and fuel consumption increasing to 58.9mpg."



James Disdale Road test editor

really offer any extra feedback. Still, it's precise and solid, while the Tucson's high driving position makes it easy to place the car accurately.

In corners, the Hyundai is sure-footed, but predictable. There's decent grip on offer, plus body movement is well controlled. It's also more eager when turning than the slightly woolly Renault.

The trade-off for the Tucson's decent body control is a firm ride. Generally, the suspension copes well with bumps, but the whole car tends to fidget over rough surfaces, when the Toyota and Renault feel unflustered, plus potholes and expansion joints can send a shudder through the cabin.

This is disappointing because in all other respects the Tucson is a quiet, relaxed and comfortable long-distance cruiser.

## Ownership 4.1/5

WE'VE come to expect solid build quality and decent reliability from the latest Hyundai models, and the Tucson looks to continue the trend. Although it's all-new on the outside, the engines are carried over from the old ix35, while the electronics and running gear are shared with other Hyundai and Kia models. The brand's five-year, unlimited-mileage warranty will give owners extra peace of mind, too.

Hyundai dealers ranked 17th in our Driver Power 2015 satisfaction survey, which was just five places behind Renault's, but well off the pace of the Toyota network, which finished in the runner-up spot.

On the plus side, the Tucson earned a five-star Euro NCAP rating, while its safety percentage scores are on par with the Renault's. You get six airbags, stability control, lane keep assist, rear parking sensors and hill descent control fitted as standard. Plus, there's an active bonnet to protect pedestrians; this pops up to prevent contact with any of the hard components in the engine bay during a crash.

## Running costs 4.1/5

AT £25,395, the Tucson 1.7 CRDi SE Nav is £800 more than the equivalent RAV4 Business Edition, but it does come with more standard kit. We managed 45mpg on test – 4.7mpg ahead of the Toyota – which combined with the Tucson's 62-litre fuel tank to deliver more miles between fills.

CO<sub>2</sub> emissions of 119g/km are reasonable, but road tax and company car costs are more expensive than for the Renault, which is both cheaper to buy and run. Fixed-price servicing helps reduce running costs, while 49.7 per cent residuals mean the Tucson will be worth more than the RAV4 after three years.



## Handling

TUCSON is refined with solid body control and confident handling. Trade-off is stiff suspension that causes shakes and fidgets on rough surfaces

# Hyundai Tu



## Practicality 3.9/5

THE Tucson trails behind both of its rivals for boot space with a 488-litre capacity, compared with the Kadjar's 527 litres and the RAV4's 547 litres. Folding the back seats increases the space to 1,478 litres, although there's some awkward intrusion from the wheelarches and fuel filler. Unlike the Renault, there are no folding levers in the boot or underfloor storage, but you do get a full-size spare wheel.

Back seat space is similar to both of its rivals, with plenty of head and legroom, but passengers don't get a 12V socket. The front is roomy and cabin storage is reasonable, but the centre cubby is awkwardly shaped to make room for the handbrake.



**CO<sub>2</sub>/tax**119g/km  
£30 or 21%**Practicality**Boot (seats up/down)  
488/1,478 litres**Performance**0-60/30-70mph  
11.5/12.0 seconds**Braking**70-0/60-0/30-0mph  
52.0/38.3/10.3m**Running costs**45.0mpg (on test)  
£63 fill-up

## HEAD TO HEAD

### Rear space

THERE'S not much between our contenders for outright space, but the Toyota has some neat touches to boost rear comfort.

For starters, the seatbacks have a reclining function that's operated by well placed levers on the sides of the bases. Plus, as the floor is almost flat in the rear, middle seat occupants have more than enough foot room.



### Design

ALL three of these cars fall into the compact crossover class, yet each takes a different approach to styling. While the Renault has flowing curves, the Hyundai gets sharply defined creases. The Toyota looks utilitarian in this company, but gets a lift from its new LED light signatures.



### Four-wheel drive

THE RAV4 AWD is available only with 2.0-litre petrol or 2.5 hybrid power; prices start at £28,295. You'll need at least £26,175 for a Tucson 4WD, with the 2.0 CRDi diesel. The cheapest 4WD option is the Kadjar: a 1.6 dCi Dynamique Nav 4x4 weighs in at £24,295.

# Tucson



### Space

REAR space is competitive, but Hyundai's load area trails, with chunky wheelarches eating into the capacity



### Testers' notes

"It's not the most exciting crossover to drive, but the Hyundai certainly looks and feels the part. Sharp styling, solid build quality and a smartly designed cabin help lift the Tucson above many mainstream models."

**Sean Carson** Senior road tester



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AUDI RS3/RSQ3 » 420+ BHP (+DE-LIMIT)  
AUDI S3 / GOLF R » 373+ BHP (+DE-LIMIT)  
AUDI 3.0TDi (ALL MODELS) » 315+ BHP  
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1M » 411+ BHP  
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M5 F10/M6 (STAGE 1) » 680 BHP  
M5 F10/M6 (STAGE 2) » 730 BHP  
F10 520D » 240 BHP  
F10 530D » 305 BHP  
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123D » 252 BHP

316D/216D/116D » 160 BHP  
318D/218D/118D » 225 BHP  
330D E90 » 296+ BHP  
320D E90 » 215 BHP  
420i/320i/220i/120i » 275+ BHP  
435i/ F30 335i » 390 BHP  
428i/328i » 295 BHP  
535D / 335D / X5 SD » 355+ BHP  
640D/335D/535D/435D » 390 BHP  
730D » 305+ BHP  
X5 4.0D / 740D » 370 BHP  
X5 3.0D » 305 BHP  
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A220CDi/C220CDi/E220CDi » 215 BHP  
C350/CLS350/E350/S350 » 315 BHP  
E400 /C450 » 420+ BHP  
C400 » 400 BHP  
'63' 5.5 Bi-TURBO ALL MODELS » 690+BHP  
'500' 4.7 Bi-TURBO ALL MODELS » 498+BHP  
S65 (W222) » 780 BHP  
SL65 BLACK » 720+ BHP (+DELIMIT)  
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997 GT2 RS » 670+ BHP  
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997 CARRERA S PDK » 400+ BHP  
997 CARRERA S » 376+ BHP  
997 CARRERA PDK » 368 BHP  
997 CARRERA GTS » 435 BHP  
997 GT3 UP » 436 BHP  
BOXSTER 3.4S » 336+ BHP  
CAYMAN S » 342 BHP  
MACAN 3.0D » 315 BHP  
CAYENNE GTS » 440 BHP

CAYENNE TURBO 4.8 » 578+ BHP  
CAYENNE TURBO S 4.8 » 600+ BHP  
CAYENNE 4.2 DIESEL » 450+ BHP  
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PANAMERA DIESEL » 315+ BHP

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FERRARI CALIFORNIA » 487 BHP  
FERRARI 599 » 647 BHP  
FERRARI 430 » 525 BHP  
GALLARDO » 546 BHP  
LP560 » 608+BHP  
LP640 » 707 BHP  
HURACAN » 640+ BHP  
AVENTADOR » CALL FOR DETAILS  
MCLAREN MP4-12C » 700 BHP  
MCLAREN 650S » 720 BHP  
MURCIELAGO LP640 » 707 BHP  
MASERATI Ghibli 3.0S PETROL » 470 BHP  
MASERATI Ghibli 3.0 PETROL » 400 BHP  
MASERATI Ghibli 3.0 DIESEL » 312 BHP  
MASERATI GT/QPORT » 438 BHP  
MASERATI GT S / MC » 479+ BHP  
BENTLEY 4.0 T V8 » 690 BHP  
BENTLEY CGT / F-SPUR (INC 2013) » 680+ BHP  
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# Figures

**Renault  
Kadjar 1.6 dCi  
Signature Nav**

**Hyundai  
Tucson 1.7  
CRDi Premium**

**Toyota RAV4  
2.0 D4-D  
Business Edition**


On the road price/total as tested	£24,795/£27,470		£25,395/£26,015	<b>RESIDUALS</b> HYUNDAI has shaken off its low-rent image, and our experts predict the Tucson will retain 49.7 per cent of its value after three years.	£24,595/£25,089	<b>BENEFIT IN KIND</b> TOYOTA is the most expensive choice for fleet users, even though it has the lowest list price here. The high 123g/km CO <sub>2</sub> figure is to blame.
Residual value (after 3yrs/36,000)	£9,893/39.9%		£12,621/49.7%		£11,707/47.6%	
Depreciation	£14,902		£12,774		£12,888	
Annual tax liability std/higher rate	£1,039/£2,078	<b>SERVICING</b> RENAULT should cost the least to maintain, thanks to its £299 pre-paid three-year servicing pack and generous 18,000-mile intervals.	£1,064/£2,129		<b>£1,080/£2,160</b>	
Annual fuel cost (12k/20k miles)	£1,299/£2,166		£1,224/£2,041		£1,367/£2,279	
Ins. group/quote/road tax band/cost	18/£548/C/£30		13/£558/C/£30		29/£630/D/£110	
Cost of 1st/2nd/3rd service	<b>£299 (3yrs/30k)</b>		£499 (3yrs/30k)		£149/£239/£149	
Length/wheelbase	4,449/2,646mm		4,475/2,670mm		4,605/2,660mm	<b>BIGGEST BOOT</b> LONG overhang at the rear and upright tailgate help give RAV4 a space advantage, with a 547-litre capacity when the back seats are in place. Boot also features a handy adjustable net.
Height/width	1,613/1,836mm		1,645/1,850mm		1,675/1,845mm	
Engine	4cyl in-line/1,598cc		4cyl in-line/1,685cc		4cyl in-line/1,995cc	
Peak power/revs	128/4,000 bhp/rpm		114/4,000 bhp/rpm		141/4,000 bhp/rpm	
Peak torque/revs	320/1,750 Nm/rpm		280/1,250 Nm/rpm		320/1,750 Nm/rpm	
Transmission	6-spd man/fwd		6-spd man/fwd		6-spd man/fwd	
Fuel tank capacity/spare wheel	55 litres/sealant		62 litres/full-size	<b>AFTERSALES</b> FOR peace of mind, it's hard to beat the brand's five-year/unlimited-mileage warranty and recovery deal.	60 litres/space saver	
Boot capacity	527/1,478 litres		488/1,478 litres		<b>547/1,735 litres</b>	
Kerbweight/payload/towing weight	1,429/543/1,800kg		1,580/420/1,400kg		1,605/600/2,000kg	
Turning circle/drag coefficient	10.7 metres/N/A		10.6 metres/N/A		10.6 metres/0.36Cd	
Basic warranty (miles)/recovery	4yrs (100,000)/4yrs	<b>DRIVER POWER</b> THE brand has worked hard to improve its image, and as a result it rose to seventh in the manufacturers' chart of our 2015 satisfaction survey. Dealers still have some work to do.	<b>5yrs (unlimited)/5yrs</b>		<b>5yrs (100,000)/1yr</b>	<b>WARRANTY</b> WITH its five-year/100,000-mile warranty, the Toyota falls between its rivals here. However, you only get a year's roadside recovery package.
Service intervals/UK dealers	1yr (18,000)/153		10,000 miles (1yr)/162		10,000 miles (1yr)/181	
Driver Power manufacturer/dealer pos.	<b>7th/12th</b>		21st/17th		8th/2nd	
Euro NCAP: Adult/child/ped./stars	89/81/74/5		86/85/71 5		89/82/66/5	
0-60/30-70mph	10.5/10.8 secs		<b>11.5/12.0 secs</b>	<b>PERFORMANCE</b> NEW Tucson's power deficit was exposed at the track, where it was the slowest car on test. Still, 1.7-litre diesel feels brisk enough in the real world.	9.6/9.3 secs	
30-50mph in 3rd/4th	3.4/4.6 secs		4.4/5.9 secs		4.1/6.3 secs	
50-70mph in 5th/6th/7th	7.3/9.4 secs		9.6/14.8 secs		8.7/10.7 secs	
Top speed/rpm at 70mph	118mph/2,100rpm		109mph/1,950rpm		121mph/1,900rpm	
Braking 70-0/60-0/30-0mph	48.6/35.5/10.5m		52.0/38.3/10.3m		57.3/33.5/10.5m	
Noise outside/idle/30/70mph	64/45/62/69dB		63/43/58/65dB		69/50/62/69dB	
Auto Express econ (mpg/impl)/range	42.4/9.3/513 miles	<b>LOW CO<sub>2</sub></b> EVEN though the Kadjar recorded impressive times at the test track, it emits the least CO <sub>2</sub> here, so it will appeal to business users most.	45.0/9.9/614 miles		40.3/8.9/532 miles	
Govt urban/extra-urban/combined	55.4/68.9/62.8mpg		52.3/67.3/61.7mpg		52.3/65.7/60.1mpg	
Govt urban/extra-urban/combined	12.2/15.2/13.8mpl		11.5/14.8/13.6mpl		11.5/14.4/13.2mpl	
Actual/claimed CO <sub>2</sub> /tax bracket	179/117g/km/21%		168/119g/km/21%		188/123g/km/22%	<b>SAT-NAV</b> BUSINESS Editions come with sat-nav as standard, but you'll need to pay £950 for annual map updates and an upgrade to voice control.
Airbags/Isofix/park sensors/camera	Six/yes/yes/£500		Six/yes/yes/yes		Seven/yes/£495/yes	
Automatic box/stability/cruise control	No/yes/yes		No/yes/yes		No/yes/yes	
Climate control/leather/heated seats	Y/£1,250*/£1,250*		Yes/yes/yes		Yes/no/no	
Metallic paint/LED lights/keyless go	£525/yes/yes		£620/no/no		£495/no/no	
Sat-nav/USB/DAB radio/Bluetooth	Yes/yes/yes/yes		Yes/yes/yes/yes		Yes/yes/yes/yes	

## Results

### RENAULT

IT'S a third road test victory on the trot for the Renault Kadjar. Handsome, well made, practical and refined, this is a genuinely desirable family car. It also represents good value for money, as it comes crammed with equipment as standard, plus it's a cost-effective company car choice. Only the weak predicted residual values count against it in this test.



# 1st

### HYUNDAI

THE Hyundai narrowly misses out here, but it's still a hugely capable choice. Smart styling, an upmarket interior and generous kit count are highlights, while the 1.7 CRDi engine won't cost the earth to run. However, the diesel is outgunned for performance in this encounter, plus the ride quality on the 19-inch alloy wheels can be uncomfortable around town.



# 2nd

### TOYOTA

IF you're looking for a solid, dependable and spacious crossover, then the new RAV4 certainly deserves consideration. It's also good to drive and delivers punchy real-world performance. But in this crowded sector, the dowdy looks and dated cabin limit the Toyota's showroom appeal, while it can't quite match the competition for low running costs.



# 3rd

## RIVALS

Other options in this category...

**Nissan Qashqai 1.6 dCi Acenta Premium**  
PRICE: £24,980 ENGINE: 1.6-litre 4cyl, 128bhp

THE Nissan Qashqai underpins the Kadjar, and delivers the same refinement and composure. An identical 1.6 diesel offers fine pace and efficiency, too. But the Qashqai doesn't feel as upmarket, plus it's pricier and not as well equipped.



**Mazda CX-5 2.2D SE-L Nav**  
PRICE: £24,995 ENGINE: 2.2-litre 4cyl, 148bhp

AGILE CX-5 still sets the crossover standard for driving fun, while the 2.2-litre diesel delivers an unrivalled blend of performance and economy. SEL-Nav trim provides all the essentials, but four-wheel drive is an expensive £2,000 option.







**Mazda 3 1.5D Sport Nav**

Price: £21,945 Engine: 1.5-litre 4cyl diesel, 104bhp  
0-60mph: 11.3 seconds Test economy: 47.4mpg/10.4mpl  
CO<sub>2</sub>: 99g/km Annual road tax: £0

**Volkswagen Golf 1.0 TSI BlueMotion**

Price: £21,910 Engine: 1.0-litre 3cyl petrol, 113bhp  
0-60mph: 9.4 seconds Test economy: 42.2mpg/9.3mpl  
CO<sub>2</sub>: 99g/km Annual road tax: £0



**AE** AS a result of oil prices falling on stock markets across the globe, the cost of buying a new car in the UK has dropped. In addition, the price of diesel has fallen at a greater rate than petrol, so drivers pay a similar amount for both fuels at the pumps. That's great news – but does the parity between the two cancel out their respective advantages?

To find out, this diesel versus petrol test pitches a pair of efficient new models head-to-head. First up is the Mazda 3, now with 1.5-litre diesel power. The new engine has 104bhp and emits 99g/km of CO<sub>2</sub>, while the top-spec Sport Nav model is generously equipped.

Our second car is the latest Volkswagen Golf BlueMotion, which uses a 1.0-litre turbo three-cylinder petrol engine. It also emits 99g/km of CO<sub>2</sub>, plus it's free from the stigma of the VW Group's Dieseldgate scandal. Can the Mazda come out on top in this test, or does the petrol BlueMotion make more sense? ➔



# Pump action

As diesel and petrol prices level out, which fuel brings out the best in a compact family hatch? We pitch the new 1.5-litre diesel Mazda 3 against VW's petrol Golf

Pictures: Pete Gibson Location: Bruntingthorpe Proving Ground, Leicestershire



**MODEL TESTED:** Mazda 3 1.5D Sport Nav

**PRICE:** £21,945 **ENGINE:** 1.5-litre 4cyl, 104bhp

**AE** THE third-generation Mazda 3 was introduced in 2013, and was the second model to incorporate the brand's SkyActiv weight-saving and efficiency measures. Until now, the only diesel option has been the large-capacity 2.2-litre unit. While it packs a punch and is reasonably efficient, Mazda has now added a 1.5-litre diesel to the range. This engine puts the 3 in the sub-100g/km category in manual guise, and we test the top-spec Sport Nav version here – although the car in our pictures is an automatic.

### Styling 4.2/5

LINE it up alongside its Volkswagen Golf rival, and it's clear that the Mazda 3 has a more dramatic look. It borrows plenty of styling cues from the larger 6 saloon – it even looks like its sibling with the tail chopped off from some angles – while the Sport Nav model benefits from the addition of large 18-inch alloys that fill out the wheelarches nicely when compared with the small rims on the Golf.

Elsewhere, the swooping lines of the nose are complemented by bright LED daytime running lights and xenon headlamps – they're an £810 option on the VW – while a swooping line arcs back over the wheelarches and into the doors. Further back, the roofline dips down to the tail to make the car look sportier than its rival, plus the sharp tail-lights and boot-mounted number plate are distinctive. Lower down, there's a large black diffuser section to the bumper, with the single exhaust pipe on one side the only visual clue that this is the smaller-capacity model.

Inside, the Mazda is very well built, although some of the plastics are harder than those found in the VW. And while the driver gets a stylish and sporty central rev counter that's flanked by two other displays, the digital read-outs look a little dated when compared with the trip computer found in the Golf.

The dash incorporates a tablet-style multimedia screen on top of the centre console, and you can either operate it via the touchscreen or the control wheel behind the gearlever. We found the latter easier to get along with, as it has a set of shortcut buttons, including a pre-set 'favourite' screen.

In terms of luxuries, the 3 is more generously equipped than its rival. Both cars have sat-nav, Bluetooth, DAB radio, cruise control and front and rear parking sensors, but the Mazda builds on this by including two-zone climate control, heated seats, xenon lights and a head-up display. The sole option on the 1.5D model is metallic paint, at £540 for standard shades and £660 for the brand's distinctive Soul Red.

### Driving 4.0/5

MAZDA'S 104bhp 1.5-litre diesel is just about fast enough in the smaller 2 supermini, so it's no surprise that it feels a little sluggish in the 3. We managed 0-60mph in 11.3 seconds on a damp track, which was three-tenths slower than the claimed 0-62mph time, and the Golf was nearly two seconds faster in similar conditions. Some of that can be put down to the closer ratios and quick shifts of the VW's DSG gearbox, while a 9bhp power advantage also helped.

The Mazda's six-speed gearbox has a crisp shift, and the short-throw gearlever is good to use. This is handy, because the car's relative lack of power means you'll be downshifting to make the most of the thrust. Keep the revs above 2,000rpm, and response is reasonable, although you'll feel the need to drop down two ratios and give yourself

### Testers' notes

"The Mazda 3's 1.5-litre diesel fits a company car remit, and the manual model's CO<sub>2</sub> emissions of 99g/km are attractive. However, go for an auto gearbox, and unlike the Golf, emissions rise to 114g/km, so company car users will pay even more in Benefit in Kind – higher-rate taxpayers will face an annual bill of £1,847. In comparison, the larger 2.2 manual has an annual bill of £1,728, and is arguably a better car to drive."



James Disdale Road test editor

plenty of space if you're planning on overtaking other vehicles. Thankfully, what the 3 lacks in power it more than makes up for with an involving drive.

The brand's weight-saving measures have been designed to boost efficiency, but they also enable its cars to deliver agile handling. That means it's a lot of fun trying to maintain your momentum through corners in the 1.5-litre 3. Sharp steering and a low-slung driving position boost the sporty feeling, while the firm ride on sports suspension means the car doesn't suffer from as much body roll as the Golf.

The payoff for this sporty drive is a firm ride, which isn't helped by the 18-inch rims. It's not hugely uncomfortable, but the VW is smoother over bumps and doesn't fidget quite as much as the Mazda.

### Ownership 4.3/5

MAZDA has a strong reputation for building durable cars, and this is backed up by the brand's ninth-place finish in our Driver Power 2015 satisfaction survey. The 3 was ranked 39th out of 200 cars in the poll, with owners particularly impressed with its reliability. While some early production cars had a few quality issues, later versions feel solidly screwed together.

There are unlikely to be any safety concerns, either, as the 3 was awarded a maximum five-star Euro NCAP crash test rating. All versions get six airbags, stability control and Smart City Safe support, which applies the brakes if it senses the possibility of a low-speed collision. Unfortunately, this 1.5D Sport Nav model can't be upgraded with the £700 Safety Pack that features lane departure warning and blind spot monitoring, as this is reserved for the 2.2D Sport Nav.

### Running costs 4.2/5

AT £21,945, our test car is only £35 more expensive to buy than the petrol Golf BlueMotion, but it comes with a lot more kit. You'd have to spend at least £1,700 on extras to get the Golf up to the same level.

CO<sub>2</sub> emissions of 99g/km are a match for the Volkswagen, so road tax is free, but as it's a diesel, there's a three per cent company car tax levy, which dents Benefit in Kind costs for business users. Meanwhile, higher-rate taxpayers face an annual bill of £1,489 – £265 more than for the petrol Golf.

We averaged 47.4mpg economy in the Mazda, which was around 5mpg better than its rival, yet the real-world difference was narrower than the claimed figures suggest. The Mazda's other running costs are steeper, though. Servicing is a bit expensive, even if you go for a fixed-price plan, while a higher insurance grouping also counts against it here.



# Mazda 3





## Handling

SHARP and precise steering makes the 3 a joy to drive on a twisting back road. Ride is a bit on the firm side, though



## Boot space

MAZDA trails the VW for boot capacity, yet there's very little in it. With the rear seats in place, the 3 offers 364 litres, while access is easy thanks to wide opening



**CO<sub>2</sub>/tax**  
99g/km  
£0 or 17%



**Practicality**  
Boot (seats up/down)  
364/1,263 litres



**Performance**  
0-60/30-70mph  
11.3/12.1 seconds



**Braking**  
70-0/60-0/30-0mph  
52.1/32.8/9.4m

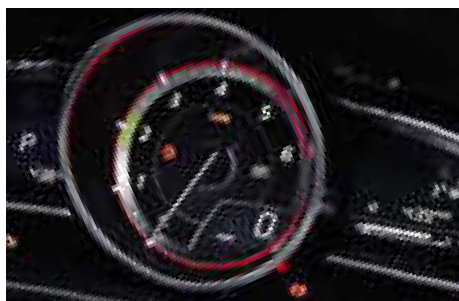


**Running costs**  
47.4mpg (on test)  
£52 fill-up



## Screen

CONTROL wheel on the centre console to operate the multimedia system is slick and easy to get along with



## Display

REV counter dominates instrument display, but digital screens either side appear old-fashioned in this company. Curved roof limits rear headroom

## Practicality 3.9/5

THE Mazda offers 364 litres of boot space, and while that's 16 litres down on the Golf's capacity, a wide opening and shallow floor make for easy access. There's a bit of space under the floor for the puncture repair kit, but the VW's underfloor storage is even larger. The back seats fold easily and leave a flat load area, yet there are no bag hooks or other useful touches.

Cabin space is good, although the curve of the roof means rear headroom could be better, while the windows are on the small side and create a sense of claustrophobia. Still, storage is reasonable, with a decent centre armrest cubby and glovebox, but the door pockets are shaped to take large bottles and not a lot else, which limits versatility.

## Testers' notes

"The 1.5 diesel is economical, but it needs to be revved like a petrol engine to make the most of it. If you have the extra cash, we'd recommend going for the 2.2 diesel, as it's nearly as efficient and more relaxing to drive."



**Dean Gibson** Dep. road test editor



**MODEL TESTED:** Volkswagen Golf 1.0 TSI DSG Match BlueMotion Edition  
**PRICE:** £21,910 **ENGINE:** 1.0-litre 3cyl, 113bhp

**AE** THE Volkswagen Golf BlueMotion is the energy-efficient model in the range. Previous generations have been diesel powered, and while there's still a 1.6 TDI available, it's been joined by this petrol version, which features a 1.0-litre turbo three-cylinder. This model is offered in three or five-door bodystyles and with a six-speed manual or seven-speed auto. It's the latter we test here in five-door guise, which costs £21,910.

### Styling 3.8/5

COMPARED with rivals like the Mazda 3, the Golf looks quite restrained, even when it's finished in bright red paint. The simple lines make it appear pretty upright, and in dark colours there's not much to help it stand out from the crowd. The BlueMotion model has an identical look to the Match version on which it's based, save for the white BlueMotion badges on the grille and front wings behind the wheels.

There's a small strip of silver trim on the lower part of the smoothed-over grille, but apart from that, there aren't really any design flourishes. You get 16-inch five-spoke alloy wheels as standard, yet unlike the diesel BlueMotion, you can upgrade to bigger wheels; that will affect CO<sub>2</sub> emissions, though. All Golfs come in Urano Grey as standard, but this doesn't do the hatch's simple lines any favours. If you want solid red like our test car, or white or black, it's £260; metallics cost £540.

The restrained nature of the exterior is carried over to the cabin. There's plenty of dark grey plastic, but the flash of silver trim for the dashboard and centre console at least brighten things up a little. You can specify light beige cloth trim for free, although this is likely to prove much more difficult to keep clean than black upholstery. Unfortunately, leather isn't available on the BlueMotion model.

Build quality inside can't be faulted, and all of the controls work with a smooth precision. There are more soft-touch plastics than in the Mazda, too, while the sat-nav touchscreen integrated into the centre console looks more aesthetically pleasing than the 3's tablet set on top of the dash, although the latter is more conveniently sited. The Match BlueMotion Edition comes well equipped: as well as sat-nav, it includes DAB radio and cruise control, although the Mazda has even more kit for only a few pounds more.

### Driving 4.2/5

WE were impressed with the diesel Golf BlueMotion when we first tested it back in 2013, but the petrol version is arguably even more of a revelation. It features a 113bhp edition of VW's 1.0 TSI, so it's more powerful than the Mazda's 1.5 diesel, although torque is quoted at 200Nm, which is 70Nm down on the 3.

We tested the seven-speed DSG auto and managed a best 0-60mph time of 9.4 seconds, which was three-tenths up on Volkswagen's official time. Performance was helped by the fast shifts of the DSG twin-clutch auto, plus its shorter ratios. On the road, there's no clue that the Golf BlueMotion is an eco-minded model, because throttle response is as good as some conventional rivals'. The engine is also very refined; only at high revs can you tell it's a three-cylinder.

In corners, the car is certainly entertaining, yet it can't quite match the Mazda for driving fun. It's agile and responsive, with quick steering and good feedback through the wheel, while the standard XDS electronic diff lock ensures the Golf sticks to its line

### Testers' notes

"The petrol Golf BlueMotion isn't exactly a full-house eco model. Instead, it's based on the Golf Match, so unlike the diesel version, you can upgrade to 17-inch wheels, add climate control and xenon lights, among other things. But just like the diesel version, the way the car drives doesn't give you any clue that this is an efficient model, with excellent responses from the engine and an agile and comfortable chassis."



James Disdale Road test editor

without resorting to understeer. Take it easy, and it's equally capable. The standard 16-inch wheels deliver a comfortable ride – particularly on the motorway – and the suspension soaks up bumps well around town. It doesn't crash as harshly as the 3 on its bigger rims, and the Golf is generally more comfortable, too.

### Ownership 4.0/5

WHILE the Dieselgate emissions scandal is harming the image of VW's diesel cars, this petrol BlueMotion is very efficient and isn't tainted by the brand's false claims. Our most recent residual figures show that the family car range is still appealing – and this Match BlueMotion Edition is predicted to hold on to 45 per cent of its value after three years.

The Golf recorded a strong 30th-place finish in our Driver Power 2015 satisfaction survey, although the Mazda 3 was higher still. Unfortunately, VW's franchised network fared poorly in our dealer survey, coming a lowly 30th out of 31; Mazda's finished 15th.

In terms of safety, the Golf is excellent. It's equipped with seven airbags as standard and achieved a five-star Euro NCAP crash test rating. Our test car features adaptive cruise control and tyre pressure monitors, although unlike some other models, you can't add a spare wheel. Auto high beam is a £140 option, while xenon headlights are £810.

### Running costs 4.5/5

AT £21,910, the Golf Match BlueMotion costs £35 less to buy than the 3 Sport Nav, but you'd have to spend £1,780 on extras – including a reversing camera, climate control, heated seats and xenon lights – to match the Mazda's standard spec. Still, sat-nav, DAB radio and adaptive cruise control are included, so the VW doesn't exactly feel lacking in kit.

CO<sub>2</sub> emissions of 99g/km make it appealing as a company car, and although that's the same output as the manual Mazda, switching to an auto box on the 3 hikes emissions, while the DSG auto Golf stays below the 100g/km threshold. Plus, as the VW runs on petrol, it doesn't suffer the diesel Mazda's three per cent Benefit in Kind levy. That means it sits in the 14 per cent tax band, so higher-rate taxpayers will save £265 a year if they choose the DSG Golf over the 3, and even more if they go for the manual car.

We returned 42.2mpg economy in the Golf on test, which was only 5mpg behind the diesel Mazda's return on a similar test route. Volkswagen's two-year service plan delivers two checks for the price of the Mazda's second service alone, while a lower insurance group rating will help running costs, too.



# Volkswagen



### Practicality 4.3/5

THE Golf's upright styling means it has an advantage over the Mazda for boot and passenger space. The 380-litre load capacity is 16 litres up on the 3's, although it's only seven litres ahead in two-seat mode, at 1,270 litres. Large back windows and integrated quarterlights let in plenty of light, and while the rear pillars are thick, over-the-shoulder visibility is as good as its rival's.

Space up front is excellent, and there's a wide range of seat and wheel adjustment, so it's easy for drivers to get comfortable. Storage includes a deep compartment ahead of the gearlever with a USB socket, two cup-holders and a good-sized armrest cubby, while the glovebox and door bins are bigger than the Mazda's.





# en Golf



## CO<sub>2</sub>/tax

99g/km  
EO or 14%



## Practicality

Boot (seats up/down)  
380/1,270 litres



## Performance

0-60/30-70mph  
9.4/8.9 seconds



## Braking

70-0/60-0/30-0mph  
49.2/32.9/10.8m



## Running costs

42.2mpg (on test)  
£51 fill-up

# HEAD TO HEAD

## Efficiency

BOTH cars have gone on a diet to help boost economy. The Mazda uses SkyActiv technology to save weight and features a low-drag body for better efficiency.

The Golf features lowered suspension and smoother bodywork to achieve a similar result, while adding a DSG gearbox doesn't penalise the car's 99g/km CO<sub>2</sub> emissions.



## Design

MAZDA'S design philosophy means its cars have a racy look, so the 3 is far more dramatic than the Golf. What's more, you can have the 1.5 diesel in Fastback saloon guise for the same price as the hatch, although you can't go for this bodystyle with an auto gearbox.



## Equipment

SPORT Nav trim is loaded with kit, and even going for a lesser-spec SE-L Nav gives you equipment similar to the Golf's. The Match BlueMotion is the only trim on offer, while VW has boosted kit across the range by adding the Edition pack to all of its models.



## Interior

BOOT space betters its rival's, as does room in the rear. Cabin is very well built, while standard sat-nav is great. DSG gearbox offers quick, smooth shifts



## Testers' notes

"Our petrol test car emits 99g/km of CO<sub>2</sub>, which isn't as good as the 89g/km diesel Golf BlueMotion. But thanks to the three per cent diesel Benefit in Kind tax levy, it's a better-value company car choice."



**Sean Carson** Senior road tester



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# Figures

**VW Golf 1.0 TSI (115) DSG Match BlueMotion Edition**

**Mazda 3 1.5D Sport Nav**


On the road price/total as tested	£21,910/£22,550	<b>BENEFIT IN KIND</b> PETROL power and lower list price benefit company car users, and manual model is cheaper still.	£21,945/£22,485	<b>TOWING</b> NEITHER car is a natural tow vehicle, but the Mazda can haul a greater load, at 1,300kg. A tow bar can be added for £437 plus fitting.
Residual value (after 3yrs/36,000)	£9,816/44.8%		£8,449/38.5%	
Depreciation	£12,094		£13,496	
Annual tax liability std/higher rate	<b>£612/£1,224</b> *		£744/£1,489	
Annual fuel cost (12k/20k miles)	£1,321/£2,202	<b>SERVICING PACK</b> VW's two-year service plan is payable in monthly instalments over 18 months, and is better value than Mazda's individual service costs.	£1,181/£1,968	<b>ACCELERATION</b> THE 3 was slower than the Golf in all of our tests thanks to its lower power output and six-speed gearbox.
Ins. group/quote/road tax band/cost	14/£506/A/£0		16/£413/A/£0	
Cost of 1st/2nd/3rd service	<b>£288 (2yrs)</b> *		£207/£286/£287	
Length/wheelbase	4,255/2,637mm	<b>PERFORMANCE</b> CLOSE ratios of seven-speed DSG gearbox mean Golf had a clear advantage over the Mazda at our test track.	4,465/2,700mm	<b>OPTIONS</b> OUR Sport Nav model is very well equipped, and the sole option on the 1.5D is metallic paint. As usual, Soul Red metallic is slightly more expensive, at £660.
Height/width	1,452/1,799mm		1,465/1,795mm	
Engine	3cyl in-line/999cc		4cyl in-line/1,499cc	
Peak power/revs	113/5,000 bhp/rpm		104/4,000 bhp/rpm	
Peak torque/revs	200/2,000 Nm/rpm	<b>OPTIONS</b> REAR view camera is a good-value addition, while automatic parking is just £150 extra. Red paint is a £260 option.	270/1,600 Nm/rpm	
Transmission	7-spd auto/fwd		6-spd man/fwd	
Fuel tank capacity/spare wheel	50 litres/repair kit		51 litres/repair kit	
Boot capacity (seats up/down)	380/1,270 litres		364/1,263 litres	
Kerbweight/payload/towing weight	1,233/572/1,000kg	<b>PERFORMANCE</b> CLOSE ratios of seven-speed DSG gearbox mean Golf had a clear advantage over the Mazda at our test track.	1,345/450/1,300kg	<b>ACCELERATION</b> THE 3 was slower than the Golf in all of our tests thanks to its lower power output and six-speed gearbox.
Turning circle	10.9 metres		11.3 metres	
Basic warranty (miles)/recovery	3yrs (60,000)/1yr		3yrs (60,000)/3yrs	
Service intervals/UK dealers	Variable/223		12,500 miles (1yr)/170	
Driver Power manufacturer/dealer pos.	22nd/30th	<b>PERFORMANCE</b> CLOSE ratios of seven-speed DSG gearbox mean Golf had a clear advantage over the Mazda at our test track.	9th/15th	
Euro NCAP: Adult/child/ped./stars	94/89/65/5 (2012)		93/86/65/5 (2013)	
0-60/30-70mph	<b>9.4/8.9 secs</b> *	<b>PERFORMANCE</b> CLOSE ratios of seven-speed DSG gearbox mean Golf had a clear advantage over the Mazda at our test track.	<b>11.3/12.1 secs</b> *	<b>ACCELERATION</b> THE 3 was slower than the Golf in all of our tests thanks to its lower power output and six-speed gearbox.
30-50mph in 3rd/4th	3.4/4.3 secs		4.6/6.2 secs	
50-70mph in 5th/6th/7th	6.5/8.6/10.3 secs		9.4/13.5 secs/N/A	
Top speed/rpm at 70mph	127mph/2,400rpm		115mph/2,100rpm	
Braking 70-0/60-0/30-0mph	49.2/32.9/10.8m	<b>PERFORMANCE</b> CLOSE ratios of seven-speed DSG gearbox mean Golf had a clear advantage over the Mazda at our test track.	52.1/32.8/9.4m	<b>ACCELERATION</b> THE 3 was slower than the Golf in all of our tests thanks to its lower power output and six-speed gearbox.
Noise outside/idle/30/70mph	60/41/61/63dB		62/46/60/68dB	
Auto Express econ (mpg/impl)/range	42.2/9.3/464 miles		47.4/10.4/532 miles	
Govt urban/extra-urban/combined	53.3/74.3/65.7mpg		65.7/80.7/74.3mpg	
Govt urban/extra-urban/combined	11.7/16.3/14.5mpl	<b>PERFORMANCE</b> CLOSE ratios of seven-speed DSG gearbox mean Golf had a clear advantage over the Mazda at our test track.	14.5/17.8/16.3mpl	<b>ACCELERATION</b> THE 3 was slower than the Golf in all of our tests thanks to its lower power output and six-speed gearbox.
Actual/claimed CO <sub>2</sub> /tax bracket	155/99g/km/14%		160/99g/km/17%	
Airbags/Isofix/park sensors/camera	Seven/yes/yes/£165 *	<b>PERFORMANCE</b> CLOSE ratios of seven-speed DSG gearbox mean Golf had a clear advantage over the Mazda at our test track.	Six/yes/yes/yes	<b>ACCELERATION</b> THE 3 was slower than the Golf in all of our tests thanks to its lower power output and six-speed gearbox.
Auto gearbox/stability/cruise control	Yes/yes/yes		£1,200/yes/yes	
Climate control/leather/heated seats	£415/£2,115/yes		Yes/no/yes	
Met paint/xenon lights/keyless go	£540/£820/no		<b>£540</b> /yes/yes *	
Sat-nav/USB/DAB radio/Bluetooth	Yes/yes/yes/yes	<b>PERFORMANCE</b> CLOSE ratios of seven-speed DSG gearbox mean Golf had a clear advantage over the Mazda at our test track.	Yes/yes/yes/yes	<b>ACCELERATION</b> THE 3 was slower than the Golf in all of our tests thanks to its lower power output and six-speed gearbox.

## Results

### VOLKSWAGEN 1st

VOLKSWAGEN'S Golf Match BlueMotion Edition proves that you don't have to go diesel if you want an efficient and tax-friendly family car. The way the UK's tax structure currently works means the Golf is a cheaper company car choice than the 3, while the three-cylinder engine has enough power that you'll forget it's a low-emissions model. Plus, it offers plenty of kit and is great to drive.



### MAZDA 2nd

THE 1.5-litre diesel is a reasonable performer, but it does feel a little underpowered in the 3, and you have to work it hard to keep pace. Yet that's no hardship, and the Mazda is a great-handling hatch. Sport Nav trim brings lots of kit, although it seems pricey, especially as the 2.2 diesel is only £850 more. The 1.5 makes more sense in a lesser spec, where the price difference is greater.



In red = equipment fitted to our test car. Insurance quotes from AA (Tel 0800 107 0680 or www.theAA.com) for a 42-year-old living in Banbury, Oxon, with three penalty points. Residual values provided by CDL VIP Data.

# SAME PRICE

Other options for similar money...

**PETROL:** Vauxhall Astra 1.0T Elite Nav  
**PRICE:** £20,015 **ENGINE:** 1.0-litre 3cyl, 104bhp

AT this price point, the Golf is the only sub-100g/km petrol hatch on sale, but the Astra emits only 102g/km of CO<sub>2</sub>, plus the Elite Nav version is well equipped for less. Add a refined drive and top-quality cabin, and it's well worth considering.



**DIESEL:** SEAT Leon 1.6 TDI SE Tech  
**PRICE:** £21,475 **ENGINE:** 1.6-litre 4cyl, 109bhp

THE Leon rivals the 3 for engaging handling and sharp looks, while SE Technology trim brings essentials like sat-nav, DAB radio and LED lights. Emissions of 94g/km and a lower list price mean company car costs are cheaper, too.



## Deals & discounts

Facts, figures and advice powered by [carbuyer.co.uk](http://carbuyer.co.uk)

**carbuyer**  
.co.uk

AS well as bumping up the standard kit with Edition trim, VW is offering a £1,250 deposit contribution if you buy a Golf Match BlueMotion on its Solutions PCP scheme.

The flexible finance plan allows you to adjust the size of your deposit and the length of the term, while 4.9 per cent APR representative is a competitive finance rate. You can also add the two-year service pack for a discounted £149, which is almost half price.

As the Mazda 3 1.5D is fresh in showrooms, the brand has yet to confirm any finance deals on it. However, Mazda is offering zero per cent APR and a £1,000 deposit contribution on selected 2.0-litre petrol models, and it's likely that this will be carried over to the 1.5D. Mazda's offers cover both the hatchback and Fastback saloon.

Head online to new car broker [broadspeed.com](http://broadspeed.com), and you'll find a discount of around £2,800 on the Golf Match BlueMotion Edition. That's the same whether you go for a manual or an auto.

With the 3, you can get £3,200 off the 1.5D Sport Nav manual in five or four-door Fastback guises.

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# Porsche Macan

**FIRST REPORT** Approved used example of thrilling SUV joins our fleet



**Steve Sutcliffe**  
mail@autoexpress.co.uk

**AE** HOW much do you think a one year-old Sapphire Blue Porsche Macan S Diesel costs with just over 6,000 miles on the clock? Answer: exactly the same as a brand new version. No, it's true. In nearly a year and after 6,000 miles, our new yet second-hand Macan S Diesel has, according to Porsche's Approved Used scheme values, lost not a single penny in depreciation.

That's extraordinary, not least because the Macan is a regular production Porsche that's being churned out at the rate of 50,000 units per year from its factory in Leipzig, Germany. But it shows just how successful and desirable the stylish compact SUV is turning out to be.

It seems buyers can't get enough of Porsche's new baby Cayenne, and it's not exactly hard to see why. It's undoubtedly better looking than its big brother from pretty much every angle on the outside, yet not a great deal smaller on the inside. In fact, the Macan seems freakishly good at just about everything it does.

This 12-month-old version was extremely well specified by its original owner, with just over an eye-watering £14,000 worth of options hiking the price from £44,636 (£46,177 now) in standard trim to £58,861 as tested. And that's precisely how much the trader still reckons our car is worth today.

The options fitted are the ones you'd go for if you had a big enough budget. They



**Grey leather interior trim looks great, and car still smells new after nearly 12 months**

include Agate Grey-Pebble two-tone leather for £2,453, air-suspension with self-levelling ride height (£1,788) and bi-xenon headlamps with Porsche Dynamic Lighting (£1,060). Plus, there's the brand's full comms pack including sat-nav and Jukebox (£2,007) and 20-inch Spyder Design alloys (£1,700).

While our Macan is second-hand according to the Driver Vehicle and Licensing Agency (DVLA), it feels, looks and even smells brand new. The only things giving its age away are the numbers within the odometer and the fact it isn't fitted with Porsche's latest

infotainment system; there isn't a mark on its sumptuous grey leather interior trim. The steering wheel, which it shares with the 918 Spyder, also still feels fresh out the box.

On the outside of the car, however, there is a slight blemish – a tiny stone dent on the bonnet. But this is the only proof I can find that someone has actually used the Porsche at all over the past 12 months.

And on the move, it's every inch as good as I remember the original versions feeling when I first drove them. The air-suspension provides a smooth yet

**"Performance from the 255bhp V6 and seven-speed dual-clutch box is effortlessly strong"**



**Macan is hugely enjoyable to drive, with precise steering and impeccable body control**



**HANDOVER**

Our man Sutcliffe (left) travelled to Silverstone to get the keys to pre-owned Macan from Porsche Experience Centre's Neil Furber – and the brand says our 6,000-mile model is worth as much now as it was new



Otis Clay



**SUV is more practical than its sporty shape suggests; rear has good headroom and 1,500-litre boot capacity is decent**



**CO<sub>2</sub>/tax**  
161g/km  
£180 or 29%



**Practicality**  
Boot (seats up/down)  
500/1,500 litres



**Running costs**  
38.9mpg (on test)  
£61 fill-up

**Second opinion**

"The Macan S Diesel has been a huge success for Porsche, and it's easy to see why as soon as you get behind the wheel. It offers nearly as much SUV practicality as the Cayenne, but the smaller dimensions mean it delivers the kind of handling that the firm's sports cars would be proud of. It's easily the best-handling SUV on the market, while adding Porsche's assorted electronic driving aids gives it the feel of a jumbo-sized rally car on a twisty road."



**James Disdale** Road test editor

sporty ride quality, with excellent body control. The steering is meaty, although it's still precise, while the performance from the 255bhp V6 twin-turbodiesel engine and standard seven-speed dual-clutch gearbox is effortlessly strong – the car sprints from 0-60mph in 6.3 seconds. So far it's averaged 38.9mpg over the first 900 miles, too.

And although the Macan's pert rear end suggests that practicality isn't the best, the boot is big and very useful every day. Even so, there's not even a skinny spare wheel fitted beneath the floor, which means I'll need to buy a tin of get-you-home spray, just in case. But the amount of space back there is better than expected, even if there's not an awful lot of legroom for a tall adult behind the driver.

**Essentials****Porsche Macan S Diesel**

<b>On fleet since:</b>	January 2016
<b>Price new:</b>	£44,636 (2015); £46,177 now
<b>Engine:</b>	3.0-litre V6 twin-turbodiesel, 255bhp
<b>CO<sub>2</sub>/tax:</b>	159g/km/£180
<b>Options:</b>	Met paint (£608), leather (£2,453), Torque Vectoring (£785), alloys (£1,700), adaptive sports seats (£1,214), xenon lights (£1,060), black roof rails (£219), heated front seats (£259), Sport Chromo Package (£728), Communication Management (£2,007), BOSE surround sound (£801), air-suspension (£1,788), reversing camera (£332), Bluetooth (£271)
<b>Insurance*:</b>	Group: 39 Quote: £717
<b>Mileage/mpg:</b>	6,298/38.9mpg
<b>Any problems?</b>	None so far

\*Insurance quote from AA (0800 107 0680) for a 42-year-old living in Banbury, Oxfordshire, with three penalty points.



**WE LIKE** Button-heavy centre console allows you to tailor the Macan's chassis dynamics to suit conditions, just like you can in Porsche's sports cars



**WE DON'T** There's a dent on the nose, but this is the only clue that our Macan has seen use over the past 12 months

**Verdict**

**RIGHT** now, our 6,000-mile-old Approved Used Porsche Macan is still worth as much today as it was when brand new, nearly 12 months ago. From the way it drives, looks and feels, we're not entirely surprised. So far, it's pretty much the perfect everyday car.







**Jonathan Burn**  
Jonathan\_Burn@dennis.co.uk

**AE** VALUE brands no longer have the stigma attached to them they once did. You just need to look at major supermarkets to see how the rise of budget chains has developed over the years.

It's claimed that almost half of UK households now shop at either Aldi or Lidl, both of which were bit-part players only a few years back. But a shift in public perception now means they're knocking on the door of the retail giants.

The same can be said of SsangYong. The Korean brand was a bit of an unknown a few years ago, feeding on the scraps of the SUV market with the boxy Turismo and back-to-basics Rexton. Yet, with the all-new Tivoli, SsangYong has introduced a car into the market which has genuine showroom appeal, and buyers have no choice but to stand up and take notice of the little known newbie, simply because of the value on offer.

Our top-spec 1.6D ELX model comes with all the bells and whistles, including a reversing camera, seven-inch touchscreen with navigation, dual-zone climate control and a full leather interior. You also get heated seats, Bluetooth audio and 18-inch alloys. Yes, these are all features you can find on the spec sheets of major rivals such as the Nissan Juke and Renault Captur, but the Tivoli offers this all at a price they simply cannot match.

While low price is one thing, what really impresses about the value supermarkets is their ability to deliver high-quality produce for very little cash. Happily, that appears to be a policy that the Tivoli subscribes to. For instance, on a recent slog from London to Newcastle I was massively impressed at the SsangYong's ability as a long-distance cruiser, where it proved comfortable and reasonably refined. After 300 miles in the Tivoli, I emerged



## SsangYong Tivoli

**SECOND REPORT** Can SUV match success of budget supermarkets?



### NEED TO KNOW

You can also get the Tivoli with four-wheel drive, which is rare for a compact SUV



**“The Tivoli offers kit that’s on the spec sheets of mainstream rivals, but a price that they cannot match”**

ache-free, with the standard cruise control, decent seats and punchy diesel all taking the strain out of the five-hour journey.

And I'm not the only one who's impressed, as the Tivoli's blend of decent fuel economy and a surprisingly roomy interior has made it a popular choice with members of staff looking to cover plenty of miles cheaply.

Admittedly, the car isn't perfect. The various plastics you'll find dotted around the

cabin look a little cheap compared to the mainstream competition and the bold styling still divides opinion. And while the Tivoli is always safe and surefooted, it's not a car that you'll drive just for fun, but then neither are its rivals.

Ultimately, though, as with the budget brand supermarkets, the Tivoli demonstrates that paying less doesn't mean that you have to settle for less.

### Second opinion

“The styling is a bit awkward in places and the interior trim is a little low-rent, but underneath is a car that drives as well as most in the class and feels robust.”



**Dean Gibson**  
Deputy road test editor





Otis Clay

## Essentials

### SsangYong Tivoli 1.6D ELX 2WD

<b>On fleet since:</b>	November 2015
<b>Price new:</b>	£17,250
<b>Engine:</b>	1.6-litre 4cyl turbodiesel, 113bhp
<b>CO<sub>2</sub>/tax:</b>	113g/km/£30
<b>Options:</b>	Style pack (£400)
<b>Insurance*:</b>	Group: 19 Quote: £318
<b>Mileage/mpg:</b>	5,740/52.3mpg
<b>Any problems?</b>	None so far

\*Insurance quote from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.



**WE LIKE** The cabin is packed with plenty of useful storage, including a large glovebox. Plus, there's a generous amount of space in the back for passengers



**WE DON'T** Sat-nav is easy to use. However, some of the materials and switches have a low-rent look and feel

## Verdict

If you can get past the badge snobbery, there's no reason to discount the Tivoli if you're in the market for a crossover. It's spacious enough for five, built to last and comes bursting with kit. This will surely be the car that changes the public's perception of the brand.



## Fleetwatch



With its striking Deep Impact Blue paint, S-MAX has made an instant impression in the Auto Express car park, plus it's packed with kit

### Ford S-MAX

WE'RE entering the space race with the latest addition to our fleet: the Ford S-MAX. Boasting a practical seven-seat layout, the latest S-MAX aims to continue the success of the original, which combined family-friendly versatility with sharp styling and entertaining driving dynamics.

Our car certainly looks the part with its £545 Deep Impact Blue metallic paint, while under the bonnet is a punchy 178bhp 2.0-litre TDCi diesel that's paired with Ford's slick six-speed PowerShift twin-clutch gearbox. We've opted for flagship Titanium trim, which comes loaded with standard kit, including sat-nav, keyless entry and lane keep assist. We've also added a few options, such as adaptive cruise control, active park assist, a power tailgate, front and rear parking cameras, rear window blinds, a winter pack and blind-spot monitoring.

All-in, these extras take the S-MAX's price from £30,395 to £36,390, placing it firmly in premium seven-seat SUV territory. Over the coming months, we'll see if the S-MAX has what it takes to beat upmarket rivals.



### Land Rover Discovery Sport

OUR Land Rover cossets its occupants in luxury, but it's not afraid to get its hands dirty. When road test editor James Disdale had to transport an electric piano from Eastbourne, Sussex, to his Hertfordshire home, the Discovery happily played removal van. Lowering the middle row of seats was a doddle thanks to the remote release buttons in the boot, while with the seats stowed, there's 1,698 litres of space on offer.

Better still, the flat load lip helped take the strain out of loading and unloading the hefty instrument. Yet what impressed most on the 200-mile round trip was the Land Rover's ability to shrug off terrible weather. Through the high winds and driving rain the Disco Sport effortlessly coped with sections of flooded road that forced other traffic to slow or reroute.

## Our fleet INDEX

**Audi RS3 Sportback**  
Issues 1,388, 1,399, 1,406

**Caterham Seven 270S**  
Issues 1,397, 1,404

**Fiat 500X**  
Issues 1,393, 1,403

**Ford S-MAX**  
New arrival

**Honda Civic Type R**  
Issue 1,405

**Honda CR-V**  
Issues 1,395, 1,404

**Jaguar XE**  
Issue 1,398

**Kia Sorento**  
Issue 1,395

**Land Rover Discovery Sport**  
New arrival

**Lexus NX 300h**  
Issues 1,377, 1,394, 1,402

**Mazda 2**  
Iss 1,370, 1,381, 1,386, 1,397

**Renault Twingo**  
Issues 1,368, 1,387, 1,402

**SEAT Ibiza**  
Issue 1,406

**Skoda Octavia Scout**  
Issues 1,382, 1,392

**SsangYong Tivoli**  
Issue 1,401

**Suzuki Vitara**  
Issues 1,379, 1,388

**Toyota Verso**  
Issues 1,381, 1,391, 1,401

**Volvo XC90**  
New arrival

**Practicality**  
Boot (seats up/down)  
423/1,115 litres

**Running costs**  
52.3mpg (on test)  
£49 fill-up



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\*compared to a standard bulb



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**THIS WEEK'S  
HOT KIT**

## BRILLIANT LIGHT FROM LATEST EASY-FIT BULBS

### NEW PRODUCT

#### Ring Automotive Xenon130 H7 headlight bulb

Best price: £26.50 (per pair)

Contact: 0113 213 7379, [www.ringautomotive.co.uk](http://www.ringautomotive.co.uk)

NOT all motorists like the thought of changing their car's headlight bulbs themselves, as there's such a wide range of designs on the market. Equally, though, driving with poor-performing bulbs obviously restricts your vision, especially at this time of year when the days are shorter. But the latest upgrade bulbs from Ring claim to deliver up to 130 per cent more light.

The Xenon130 headlamp bulbs are available in a single-filament H7 design, and promise to illuminate the road ahead by up to an extra 60 metres. Ring says that the xenon gas in the bulb works with a shorter, more tightly wound filament to deliver up to 130 per cent more light than a standard halogen headlamp bulb.

The improved beam pattern is said to better reflect road markings and signs, boosting vision after dark. And as the Xenon130 H7 is a direct swap for your standard bulbs, the maker says fitting is simple – although as always, you should ensure the new bulb is correctly aligned.

### BRIGHT

New Xenon130 bulbs come in single-filament H7 design, used for dipped or main beams, and promise up to 130 per cent more light than a conventional halogen bulb



**Cat  
Dow**

**Got a query?**

Cat\_Dow@dennis.co.uk  
@AE\_Consumer



### Q Lever fixing for compressor

I WANT to buy an air compressor with a lever fixing for the valve, rather than a screw-in unit. I need to use it on my bike, where the valve is hard to access, as well as my car. Can you suggest a product that has this fixture?

G Harmer, E-mail

**A** SCREW-on connectors are the most popular type at the moment. But the PCL High Volume Air Compressor (above) that came third in our Issue 1,252 test has the type of fixture you're looking for. Visit [www.pclairtechnology.com](http://www.pclairtechnology.com) for info.

### Q Dash cam causes MoT fail

MY car failed its MoT recently because the dash cam I have fitted restricted the view out. It's placed below the rear view mirror, but the tester told me the law states it has to be 40mm out of the coverage of the wipers. Can you help?

Colin Smith, E-mail

**A** OFFICIAL guidelines state that objects encroaching more than 10mm into the 290mm-wide area in front of the driver (known as zone A) or 40mm into the rest of the screen swept by the wipers (zone B) would be a valid reason for an MoT failure.

### Q How do I protect new car?

I'VE used Dynaglaz for years, but have now finished my last tin. Do you know of a glaze-type polish I can use instead? I've ordered a new car, which is metallic black, and I want to protect it with a good wax. Any thoughts?

Roy Clough, E-mail

**A** POLISH contains abrasives to eliminate swirls in clear coat, which won't yet have appeared in your new car, so you shouldn't need it. For protection, go for Bilt Hamber double speed-wax ([www.bilthamber.co.uk](http://www.bilthamber.co.uk)). Or try a paint sealant. Our Issue 1,319 favourite was the long-lasting Sonax Nano Lack Protect ([www.saxon-shop.com](http://www.saxon-shop.com)).





## CONVENIENT

New DriveGuard can be fitted to virtually any car, while the reinforced sidewall promises smoother ride quality than with rival run-flats

# SMOOTH RIDE FROM NEW RUN-FLAT TYRE

## FIRST TEST

### Bridgestone DriveGuard run-flat tyre

Price: TBC Rating: ★★ ★

Contact: 01926 488500, [www.bridgestone.eu](http://www.bridgestone.eu)

PUNCTURES and blow-outs are common on the UK's pothole-scarred roads, and if it happens to you it can be terrifying and frustrating. The latest data from Bridgestone shows 93 per cent of us waste three hours repairing or changing the tyre.

Run-flats allow drivers to continue on their journey, but to date they have suffered two main problems. Firstly, they're often car maker-specific, which means low order volumes and high prices. And secondly, they suffer poor ride comfort.

In an attempt to rectify this, Bridgestone has launched its new DriveGuard in Europe. The tyre has fewer internal layers, while polyester-based plastic reinforces the sidewall in a bid to boost comfort and reduce the heat when running flat.

DriveGuard can be fitted to virtually any car, allowing you to drive around 50 miles at up to 50mph when it's flat until it's more convenient to change the tyre. We tested it on an 18.6km

circuit in the hills of France's Cote d'Azur, taking in a variety of road surfaces. The DriveGuard was quieter than the comparison tyre, a Bridgestone Turanza T001, and offered a smoother ride.

We deliberately created a puncture with a nail, and with the tyre fast approaching zero inflation, our Renault Mégane test car pulled considerably to the left – as it would with a conventional puncture. Yet once the tyre was fully deflated, the car stopped pulling and ride quality was as smooth as before.

In fact, the Mégane was good to drive for the rest of the journey, and while this was only an initial introduction to the DriveGuard tyre, it has the potential to save hours of hassle. It arrives in the UK and Ireland from April, with prices expected to match those of conventional premium tyres.



## NEW PRODUCT

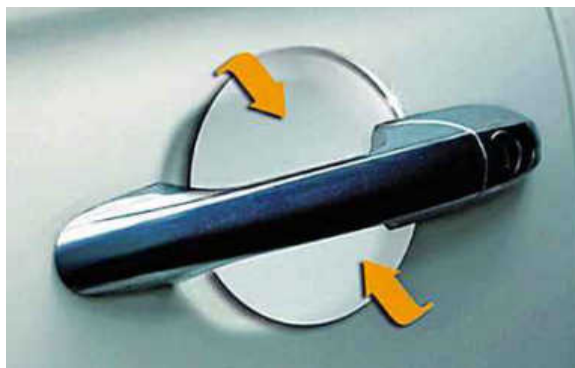
### Foliatic Door Handle Protection Film

Price: £10.99

Contact: 03001 240240, [www.foliatic.co.uk](http://www.foliatic.co.uk)

PAINT imperfections can really draw attention to themselves when your car is freshly washed, and these are often found on the bodywork behind the door handles – an area that gets a lot of abuse on many vehicles. Manicured nails, rings and other jewellery can cause chips, scratches and smears.

But this new product from Germany can make it easier to keep the area in good condition. Foliatic Protection Film is a tough, transparent sticker that you fit inside the handle, and once in place, it's barely noticeable. Each pack contains four stickers, and they can save you the hassle of repairs.



Easy-to-apply new film helps protect area around door handles

## news, deals & events



### Snap up an F1 shot in charity auction

THE Zoom Charity Auction takes place on Friday (5 February). Fifty photos snapped by top Formula One stars – including this one (above) of Lewis Hamilton's dog in Rome – will be sold off at London's InterContinental Park Lane Hotel, with all proceeds going to Great Ormond Street Hospital.

But don't worry if you're not on the VIP guest list. Auction house Coys has earmarked some photos that will go up for sale online next week. Log on to [www.coys.co.uk](http://www.coys.co.uk) for more info.

### Pro shine with new ceramic protection

KEEN detailers are being promised a pro shine with the new ceramic paint protection coating from GTechniq.

Crystal Serum Light is a DIY version of the brand's professional-only Crystal Serum super coating. The Light product provides 80 per cent of the performance and can be machine polished off paintwork.

It can be applied as a standalone product or 'over-coated' with the brand's EXO or C2 treatments. But at £55 for 30ml and £85 for 50ml, Crystal Serum Light is only for those really serious about paint protection. Visit [www.gtechniq.com](http://www.gtechniq.com) for details.

### Camper fans chill at winter festival

HERE'S a date for all camper fans' diaries. Dubfreeze 2016 takes place on 21 February, and will see VW enthusiasts hit Stafford's Bingley Hall to showcase their cars and campers.

Admission is £12 per adult, while under-16s get in for free. Camp on the Saturday night for £5 per vehicle, and you can relax in the on-site bar.

Check out [www.dubfreeze.co.uk](http://www.dubfreeze.co.uk) for more information on the event.

Know an event coming soon?  
Contact Cat\_Dow@dennis.co.uk



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# Mini test

## NEW PRODUCT

### Hozelock Ultra Twist

**Best price:** £19.99

**Contact:** 0121 313 1122, [www.hozelock.com](http://www.hozelock.com)

LAST time we tested a Hozelock spray gun, we criticised its small handle and lack of spray pattern choice. But the company's gone back to the drawing board with the new Ultra Twist. It's clearly upped its game, although this gun is pricier than rivals.

It has a respectable four spray patterns, all offering even flow. The lightweight product also has a larger handle with a comfortable grip, and it's finished in appealing colours.

An innovative touch is the jointed head Hozelock has integrated into the gun, which allows you to twist the neck and turn the hose accessory into a lawn sprinkler. But while this can be useful to reach awkward areas of the car, it doesn't add much extra value from a cleaning perspective.

**Rating:** ★★☆☆



# Spray guns take aim at winter road grime

## Cat Dow

WINTER roads are a pain for kicking up grit and dirt on to your car's bodywork, and there's no fun in spending your weekends trying to clean it off.

If you don't own a pressure washer, fixing a spray gun to your garden hose can speed up the job, for a fraction of the cost.

These products also offer a range of spray patterns, so you can choose the setting to suit the level of grime on your car. We put the new Hozelock Ultra Twist head-to-head with rivals from Draper and B&Q, whose spray guns performed well in our Issue 1,288 group test.

Build quality was rated, as was the spray guns' versatility. Prices were taken from a range of sources as we went to press.

Draper still has the edge, with its new 76717 replacing our previous Best Buy at the top. Hozelock's gun can be used in the garden as well as on the car, but trails on quality and value.

**"Range of spray patterns lets you choose setting to suit level of grime"**

## OUR NEW TOP BUY

### Draper 76717

**Best price:** £6.89

**Contact:** 023 8026 6355, [www.draperools.com](http://www.draperools.com)

DRAPER has introduced this 76717 spray gun to replace the 79985 model that won our last test, so we were keen to see if it was just as good.

It was certainly a match on quality, value and versatility. We particularly liked the weighty design, as well as the clear labels of the six spray patterns. Add in that low price, and it's a really great purchase.

**Rating:** ★★★★★



## EXCELLENT CHOICE

### B&Q Verve Multifunction Gun

**Best price:** £12.93

**Contact:** 0333 014 3357, [www.diy.com](http://www.diy.com)

THIS multifunction gun is one of our favourites. With a good choice of spray patterns and multiple connectors included in the pack, it's decent value for money.

We'd have liked to have seen the eight spray patterns a bit more clearly identified. Still, the lightweight, chunky design and comfortable, soft rubber grip make this spray gun a sound buy.

**Rating:** ★★★★★



# books, apps & games

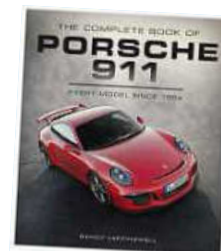


## The Complete Book of Porsche 911

**Randy Leffingwell** (Motorbooks, [motorbooks.co.uk](http://motorbooks.co.uk))

**Price:** £35 (hardback) **Rating:** ★★☆☆

PORSCHE fans are the target audience for this comprehensive hardback, which mixes a great deal of technical detail and beautiful pictures to create an interesting read about the 911. Author Leffingwell is knowledgeable in this field, and although the text isn't made up entirely of dry facts, some of the more technical info will only appeal to true enthusiasts.

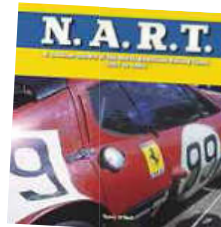


## N.A.R.T.: A concise history of the North American Racing Team

**Terry O'Neill** (Veloce Publishing, [www.veloce.co.uk](http://www.veloce.co.uk))

**Best price:** £39 (hardback) **Rating:** ★★★★★

US importer Luigi Chinetti ran some of the most evocative racing Ferraris for nearly 30 years, but this is the first comprehensive account of his team's activities. Even if you're unfamiliar with the era, Ferrari Owners' Club archivist O'Neill's well researched account of the wheeling and dealing necessary to keep a privately run race team in business makes interesting reading.



## Smash Bandits Racing

**Available for:** iOS, Android

**Price:** Free (£1.99 ad-free) **Rating:** ★★★★★

WE think it's well worth paying to remove the ads in this highly entertaining crash-for-cash street racing app. The aim of the game is to break the law – and if your car breaks, you can steal the police's instead. Lots of fun with plenty of options to keep the action interesting.



## App of the week



## AppyParking

**Available for:** iOS, Android

**Price:** £1.49 per month **Rating:** ★★☆☆

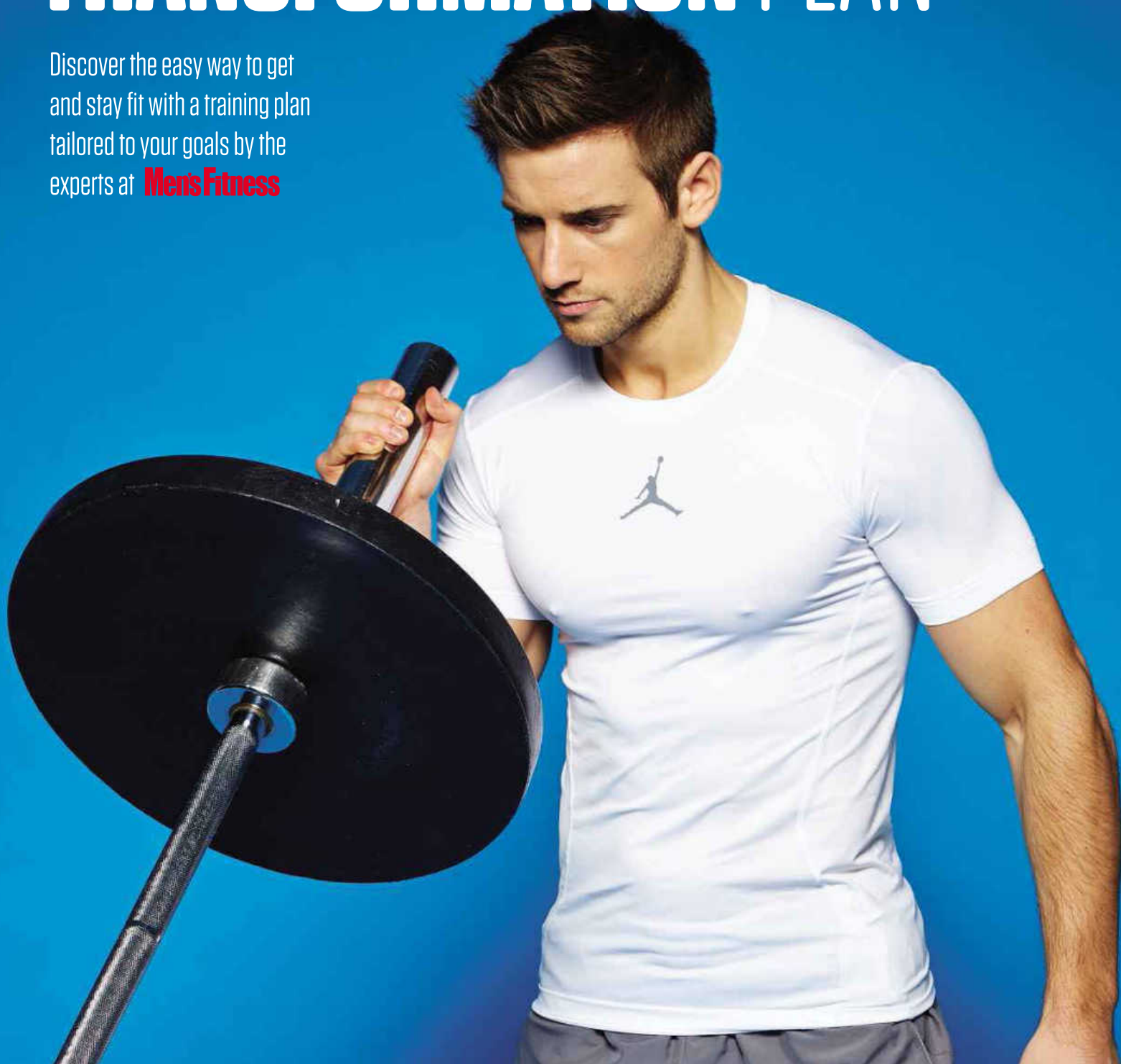
THIS has been extended to more cities since our Issue 1,318 review, and you just drop a pin in the map to find single yellow line and pay-as-you-go parking spaces. AppyParking now offers fuel price comparisons, too, but it's £1.49 a month, after a 30-day free trial.





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## APPLIED BY HAND

### QUIXX Headlight Restoration Kit

Best price: £11.99

Rating: ★★★★★

Contact: [www.quixx.de](http://www.quixx.de)

**BEST BUY** YOU get plenty of polishing compound for the £11.99 price tag, and this on its own is pretty effective. That's before you take into account the sanding papers and rubber block, which lifted the yellowing and cloudiness of our discoloured headlight with relative ease. Using alternate horizontal and vertical motions to prevent scratching, we found this took time – you need to be patient to get a good finish. But QUIXX includes a sealant in the pack, so all your hard work doesn't go to waste.



**AE** Cat Dow

**DISCOLOURATION** of acrylic headlights can leave your car looking older than its years. If you're hoping to sell or just want to give your motor a bit of TLC, a headlight restoration kit is one way to achieve fairly dramatic results.

These kits can restore dull, foggy-looking headlamps – with their yellowed plastic, discoloured by the effects of the weather – to showroom-fresh condition. The processes involve washing the lights, attempting to restore with polish alone and then sanding down the damage gradually with supplied graded paper to get a better finish.

It's often not a quick process, but the results can make it worthwhile. So we put to the test seven kits you can get on the high street and online from some of the biggest names in car care, gauging the time and effort they involve to apply, and what they cost to buy.

## How we tested them

OUR restoration kits were divided into those applied purely by hand and those helped along by a power tool. Two kits straddled both camps. We followed the instructions to the letter on sets of old headlights, but limited wiping and buffing to the same amount for each product, then compared the results. We also assessed ease of use and value, taking prices from a range of sources as we went to press.

## APPLIED BY HAND

### Meguiar's Perfect Clarity Headlight Restoration Kit

Best price: £30 Rating: ★★★★★

Contact: [www.meguiars.co.uk](http://www.meguiars.co.uk)

**RECOMMENDED** NEW to the market this month, this kit is the priciest option on test, and Meguiar's claims it'll be a "game-changer". The work can be done by hand or with the company's DA Power system – but as that'll set you back £60 extra, we've tested it as a manual kit. The 'clean' step in the process removes yellowing quickly, but left the lens looking dull after the limited wiping of our test. However, when we applied the 'coat', it glazed the headlight to a shine and sealed it. This two-step kit also takes the least time to apply.



## APPLIED BY HAND

### Turtle Wax Headlight Restorer Kit

Best price: £16.99 Rating: ★★

Contact: [www.turtlex.com](http://www.turtlex.com)

IN a bid to clean the yellow tarnish on our light, we used the Clarifying Compound in this Turtle Wax kit first, but it didn't match our winner or even the T-Cut. While the pack includes lubricant to prevent damage to your lens, all four grades of sanding pads are a bit too small and thus proved fairly ineffective. The sealant provided was on a wipe and a plastic glove is supplied to protect your skin. The contents are good value for money, but the final result trailed rivals during our test.



## APPLIED BY HAND

### T-Cut Headlight Restoration Kit

Best price: £13 Rating: ★★

Contact: 0161 764 5981, [www.t-cut.co.uk](http://www.t-cut.co.uk)

THIS simple-to-use kit from T-Cut was the cheapest on test, but also the most basic option. Instructions were on the packet, and applying the polishing compound to the headlight couldn't have been easier with the bright yellow microfibre cloth provided. This removed the yellow from our light, if not quite as well as the QUIXX kit. And on our test, it made little progress on lenses that are really damaged or significantly discoloured. The sealant provided adds a little bit more shine, but not as much as some of the other kits – and it isn't "like new" as claimed.





# HEADLIGHT RESTORATION KITS

Lift yellowing from plastic headlamp lenses as we rate seven products applied by hand or power tool

## PRODUCT GROUP TEST 3 | 2 | 2016

Every week, we extensively test all the latest car kit from tyres to trim cleaners. Log on to [www.autoexpress.co.uk](http://www.autoexpress.co.uk) to look through our huge online test archive.



We tested light restoration kits you apply by hand, plus those you can use with the help of power tools



## Verdict

WITHOUT the benefit of a power tool, the QUIXX Headlight Restoration Kit gives the best results. Having already won our Issue 1,385 mini test, this product dominated again when it came to removing yellowing by hand.

An electric drill drastically reduces the time this job takes, so go for the Autoglym kit if fogging and discolouration are really bad.

### Hand-applied restoration kits

1. QUIXX Headlight Restoration Kit
2. Meguiar's Perfect Clarity Headlight Restoration Kit

### Power-applied restoration kits

1. Autoglym Headlight Restoration Complete Kit
2. 3M Headlight Lens Restoration System

### APPLIED BY POWER

## Autoglym Headlight Restoration Complete Kit

Best price: £22.95 Rating: ★★★★★

Contact: [autoglym.co.uk](http://autoglym.co.uk)

**BEST BUY** YOU get a range of graded sanding discs to attach to your drill with the Autoglym Complete Kit. And although the difference in finish between this and the 3M was negligible, the long list of contents – from the 10 abrasive discs and drill backing plate to the microfibre cloth – gave this package the edge. Achieving an even finish still takes time, as it did in our Issue 1,385 mini test, but the drill obviously makes sanding easier and quicker.



### APPLIED BY POWER

## 3M Headlight Restoration System

Best price: £20.69 Rating: ★★★★★

Contact: 0870 536 0036, [www.3mdirect.co.uk](http://www.3mdirect.co.uk)

**RECOMMENDED** THE 3M kit comes with a power drill attachment and a variety of sanding discs that stick to the device securely. Discs of different grades did a good job of removing the fog and yellow from our acrylic lens, and it buffed up well. Yet this kit dropped marks as the polish comes in a sachet, which is not only messy, but makes storage and reuse tricky. It's not as comprehensive as Autoglym's product, either.



### APPLIED BY POWER

## Meguiar's 1-Step Headlight Restoration Plus

Best price: £22.50 Rating: ★★★

Contact: [www.meguiars.co.uk](http://www.meguiars.co.uk)

MEGUIAR'S 1-Step is another product that can be applied by hand or with the help of a power tool. The yellow wool buff attachment connects to an electric drill and made light work of the mild discolouration on our test headlight. It left a great shine – even better than the 3M or Autoglym. However, 1-Step soon turns into five steps if you have fog on your headlight lens as well. Then, the sanding has to be done manually, which takes longer than with the power-based Autoglym kit, and the results weren't as good as we achieved in the same time with the QUIXX.





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Visit our exclusive Outlander PHEV dealer event from 30<sup>th</sup> January to 7<sup>th</sup> February 2016 to qualify for a free service plan<sup>1</sup>. Book your test drive today.

REPRESENTATIVE EXAMPLE: Used Mitsubishi Outlander PHEV GX4h

On The Road (OTR) Price	<b>£29,000</b>	Total Amount of Credit	<b>£19,875</b>
Customer Deposit	<b>£9,125</b>	Total Amount Payable	<b>£31,839</b>
36 Monthly Payments	<b>£299</b>	Duration of Agreement (mths)	<b>37</b>
Option to Purchase Fee (inc in final payment)	<b>£10</b>	Representative APR	<b>5.9% APR</b>
Final Payment (GFV)	<b>£11,950</b>	Interest Rate (fixed)	<b>3.1%</b>

Visit [mitsubishi-cars.co.uk](http://mitsubishi-cars.co.uk) to find your nearest dealer.

1. Free service plan (Mitsubishi Service Plan/MSP) covers the first 3 scheduled services, includes parts defined by the vehicle manufacturer and is available with the purchase of a used Outlander PHEV between 30th January and 7th February 2016. For full details visit [www.mitsubishi-cars.co.uk/owners](http://www.mitsubishi-cars.co.uk/owners).  
2. Official EU MPG test figure shown as a guide for comparative purposes and may not reflect real driving results. 3. Congestion Charge application required, subject to administrative fee. 4. The Alternatives PCP finance plan shown above is only available to customers resident in the UK, aged 18 and over, subject to status only through **Shogun Finance Ltd T/A Finance Mitsubishi, 116 Cockfosters Rd, Barnet, EN4 0DY**. Finance Mitsubishi is part of Lloyds Banking Group. **We may receive commission or other benefits for introducing you to Finance Mitsubishi.** Alternatives figures are based upon an annual mileage of 10,000, any excess mileage will be chargeable at 9ppm. The Guaranteed Future Value (GFV) is subject to the vehicle being returned on time, in good condition (fair wear and tear accepted), within the permitted maximum mileage and all the required payments having been made. **Final payments (GFV) and monthly repayments may vary dependent upon date of registration and mileage, examples are a guide.** Full written quotations are available upon request. Offer is only applicable in the UK (excludes Channel Isles & I.O.M) and may be withdrawn at any time. Finance offer available at participating dealers between 30th December 2015 to 29th March 2016.





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## Renault Captur

**YOU TELL US...** Crossover is cheap to run, but could perform better

**44<sup>th</sup>  
PLACE**

### 2015 Results Captur Factfile

**Years:** 2013 to present **CO<sub>2</sub>:** 95g/km  
**Fuel economy:** 78mpg (1.5 dCi Expression)  
**Best features:** Heated mirrors, Bluetooth, USB connectivity, sat-nav, parking sensors

**Prices:** From £8,250

**OVERALL SCORE** Bars show where model finished out of 200 cars in our 2015 survey. The lower the rating the better  
**89.68%**

	200	150	100	50	1
RELIABILITY					53
BUILD QUALITY					113
RUNNING COSTS					16
PERFORMANCE					138
ROAD HANDLING					51
RIDE QUALITY					57
EASE OF DRIVING					61
SEAT COMFORT					71
PRACTICALITY					96
IN-CAR TECH					83

#### GOOD

"CAPTUR has firm handling and the steering is positive."

"It has very good boot space for a small car; I can get my bicycle in the back with minimal fuss."

"The high seating position and good visibility make driving much easier."

"I like the fact it comes with an Eco driving mode, which is ideal for city driving."

"The automatic gearbox is extremely smooth."

"It's a very quiet car and is free to tax annually."

"I love the removable and washable seat covers."

#### NOT SO GOOD

"I HAD two brake failures within the first two months of owning my Captur."

"The sat-nav is poor; it freezes occasionally and has trouble with directions."

"The seats can get a little uncomfortable during long drives."

"The rear passenger seatbelts will rattle if they're not pulled back properly."

"The stop/start system is a bit temperamental. It hasn't worked for me on quite a few occasions."

"I would like to see the manual gearbox come with a sixth gear."



**How do you rate your car?**  
Tell us what you think  
[www.autoexpress.co.uk/driverpower](http://www.autoexpress.co.uk/driverpower)



## Martin Saarinen

**Got any car queries?**

Martin\_Saarinen@dennis.co.uk  
@AE\_Consumer

### Q Mystery leak in 5 Series

I RECENTLY bought a 2012 BMW 520d and have since found the driver's side footwell carpet soaking wet. I've checked all visible seals and they appear intact. Any ideas?  
**Andy Quinn, E-mail**

**A** WE'VE had several complaints about the same issue. The most common culprit is a faulty door membrane seal – something you can't see without removing the trim. Contact your local BMW dealer and have it inspect the car. Water damage can turn into bigger issues.

### Q Driving with expired MoT

I'VE just noticed that my vehicle is overdue its annual MoT. I've booked it in for the test in a week's time, but because it's now illegal to drive, how can I get it to the test centre?  
**James Robinson, E-mail**

**A** YOU can drive without an MoT certificate as long as you are on the way to an authorised garage for a scheduled test, although you will need proof of booking. Driving without an MoT invalidates your insurance, but again, it's fine if you're heading to a garage for a test.

### Q Range Rover recall query

THE front driveshaft of my 2003 L322 Range Rover recently failed. I've since found the brand issued a recall for this fault, but the work wasn't done on my car. What are my options?  
**Nick Haynes, E-mail**

**A** THERE is no time limit on recalls, so you can still contact Land Rover and ask it to book your car in. However, makers aren't obliged to provide free remedial work after 10 years from when a recall was first issued. To check your dates, go to [gov.uk/check-if-a-vehicle-has-been-recalled](http://gov.uk/check-if-a-vehicle-has-been-recalled).

## WORRIED ABOUT EXPENSIVE CAR REPAIR BILLS?



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## BUYER'S GUIDE: Skoda Superb Mk2

**FROM £4,000** You get a lot for your money with award-winning family car

**AE** Richard Dredge

THE original Skoda Superb pushed the brand further upmarket than it had ever been before, and while it was a great car, buyers didn't really latch on to its brilliance.

So when the second take on the formula was launched in 2008, Skoda had to come up with something special to be noticed. This time round, buyers had a choice of a four-door with a novel saloon/hatch tailgate arrangement or a vast estate. All versions had more space and lots of equipment, and there was a range of great engines.

The Superb Mk3 that arrived in 2015 has cemented Skoda's place in the large family car class, but if you're looking for a bargain, the Mk2 is now available from just £4,000.

### History

THE Superb Mk2 arrived in September 2008 with 1.4 TSI, 1.8 TSI or 3.6 V6 petrol engines, or 1.9 TDI (GreenLine) and 2.0 TDI diesels, the latter in 140bhp or 170bhp guises.

The bigger engines were also available with 4WD, which was then offered on the

entry-level models in February 2010. At the same time, the 2.0 TDI 140 engine received common-rail fuel injection, improving refinement and economy.

A facelifted Superb was introduced in summer 2013, bringing redesigned lighting and more efficient engines. An SE Business trim hit showrooms in April 2014, with sat-nav, cruise control and Bluetooth.

### Which one?

THE diesels are better, but if you're a low-mileage driver, steer clear of cars with a diesel particulate filter; a 1.8 TSI would be better. All engines, apart from the 1.4 TSI and 1.9 TDI, come with a manual box or Skoda's ultra-slick DSG dual-clutch auto. Three trim levels were initially offered (S, SE and Elegance), then SE Plus in May 2011.

S spec features alloy wheels, electric windows, an eight-speaker stereo and air-con. SE adds a multifunction steering wheel, rear parking sensors, Alcantara trim, cruise and climate control, plus electronic folding door mirrors. The Elegance brings

bi-xenon lights, sat-nav, electrically adjustable heated front seats, leather trim and tyre pressure monitoring.

### Alternatives

THE Citroen C5 and Peugeot 508 are bargains, thanks to poor residuals, plus they're comfortable, spacious, well equipped and have reasonable reliability.

Related to the Superb, the Audi A6 offers a premium badge with excellent build quality, brilliant ergonomics and a spacious cabin; even the saloon has huge boot space. However, Audi prices are higher than for an equivalent Superb.

If you need space on a budget, the Ford Mondeo should be just the job, as it's large, well equipped and great to drive, plus it comes with some efficient engines, too. Also consider the Volkswagen Passat

Vauxhall Insignia and Toyota Avensis, all of which offer good quality, but are lacking in terms of overall excitement and driving fun.

### Verdict

IT'S no wonder Skoda's trophy cabinet is bursting at the seams – and that's just from the Auto Express awards it's won.

We've nominated the Superb for Best Family Car and Best Estate an unprecedented three times in a row, and it finished in the top three in our Driver Power satisfaction survey for four successive years – when it debuted in 2011, it topped the chart. Such consistency proves the car's talents are wide-ranging, with reliability, practicality and running costs all hugely appealing to owners.

Some buyers still turn their nose up at the Skoda badge, but with the Superb, you'd be absolutely crazy to do so.

**“The Superb's trophy cabinet is bursting at the seams – and that's just the Auto Express awards it's won”**



**NEED TO KNOW**

The badges can corrode and soon look tatty. This is a known fault; dealers have replaced many under warranty.

**NEED TO KNOW**

There's no spare wheel; instead you get a tyre repair kit. A full-size spare can usually fit in the wheel well, though.

**NEED TO KNOW**

If buying a Superb that's been used for towing, check its suspension, clutch and brakes aren't worn out.

Thanks to Imperial Car Supermarkets in Hampshire for the loan of the Superb pictured.

Contact 023 8098 6917

[imperialcarsupermarkets.co.uk](http://imperialcarsupermarkets.co.uk)

**Braking**

ABS sensors can fail on any corner of the car, leading to the ESP, ABS and tyre pressure warning lights coming on. Repairs are known to be cheap, though.



Tom Wood

**Keyless start**

SUPERBS with the 'KESSY' keyless entry system can suffer from errors where the car won't acknowledge the proximity of the key, so it won't start.

**Gearbox**

CARS with the DSG transmission can suffer from jerky changes between first and second gear; software 'fixes' have been known to make things worse.

**Alloys**

ALL Superbs come with alloy wheels as standard; some have suffered from corrosion under the lacquer. Dealers will generally replace them under warranty.

**Performance**

0-60mph/top speed  
11.1 seconds/124mph

**Running costs**

47-61mpg (2.0 TDI)  
£61 fill-up

**CO<sub>2</sub>/tax**

119-159g/km  
£30-£180



[www.autoexpress.co.uk/driverpower](http://www.autoexpress.co.uk/driverpower)

**OUR VIEW**

THE Superb Mk2 finally dropped out of the Driver Power top 10 in 2015, having debuted at number one in 2011. It was then second for two years, and third in 2014. Last year's category highlights were sixth for practicality and ninth for build quality, plus 21st for running costs. Its lowest ranking was 95th, for handling.

**YOUR VIEW**

HAMISH MacGregor from Paisley told us he loves his 2010 Superb four-door. "It was a great used buy as nothing came close for the money," he said.

"It's absolutely massive inside and was cheaply priced, while the dealer is brilliant. The 2.0 TDI engine pulls well and inside is stuffed with equipment. This Superb is astonishing value."

**Interior**

NOT only is the Superb's cabin roomy, particularly in the rear, it's also clearly laid out, solidly built and well equipped. Four-doors have an unusual saloon/hatch tailgate (called Twindoors) which opens to reveal a vast 1,670-litre maximum load space; the estate can stow a massive 1,865 litres.

**Contacts**

Official  
[www.skoda.co.uk](http://www.skoda.co.uk)

Forums  
[www.skoda-owners-club.org](http://www.skoda-owners-club.org)  
[www.briskoda.net](http://www.briskoda.net)  
[www.skoda-forum.com](http://www.skoda-forum.com)

**How much?**

	15 2015	63 2014	12 2012	60 2011	09 2009
Model					
1.4 TSI S	£10,095	£8,795	£6,695	£5,925	£4,950
1.8 TSI SE	£12,450	£10,795	£8,350	£7,350	£5,995
3.6 auto Elegance	N/A	N/A	£11,595	£9,995	£8,150
1.6 TDI SE	£14,850	£12,950	£9,850	£8,675	N/A
2.0 TDI 140 S	£13,500	£11,795	£8,875	£7,795	£6,195
2.0 TDI 170 SE	£14,950	£12,995	£9,795	£8,595	£6,995
2.0 TDI 170 auto Eleg	£18,985	£16,395	£11,695	£10,195	£8,295

THERE are Superbs on the market with 150,000 miles on the clock available for £4,000-£5,000, but for £6,500, you can buy an early 1.9 TDI S that's done less than 60,000 miles. Petrol models are rare, although these have typically done under 40,000 miles. You can get a 75,000-mile 11-plate 1.8 TSI SE DSG for £7,000.

Estate versions tend to carry a premium of between £500 and £800, with prices from £5,000 for a 150,000-mile 2011 1.6 TDI S Estate. Half of the Superbs on the second-hand market have a DSG automatic gearbox. Prices start at £5,500 for a 2009 2.0 TDI Elegance.

**Running costs**

		Fuel economy	CO <sub>2</sub> emissions	Annual road tax
Model				
1.4 TSI	15-19	41-47mpg	138-162g/km	£130-£180
1.8 TSI	20-25	37-40mpg	162-180g/km	£180-£225
3.6 V6	30-34	28-30mpg	215-238g/km	£290-£490
2.0 TFSI	25-27	44mpg	278g/km	£225
1.6 TDI	14-17	62mpg	117-119g/km	£30
1.9 TDI	13-14	49-55mpg	135-151g/km	£130-£180
2.0 TDI	18-26	47-61mpg	119-159g/km	£30-£180

SUPERB owners can choose between fixed or variable servicing regimes; it's worth finding a car with the latter as it's invariably cheaper to run. The fixed intervals are set at 12 months or 10,000 miles, but variable servicing can double these to two years or 20,000 miles.

Either way, the check-ups alternate between minor and major, priced at £139 and £259 respectively. All Superb diesels feature a cambelt which has to be replaced at 100,000 to 140,000 miles, depending on the specific engine. Expect to pay £359 for this, or £459 with a new water pump. On top of this, the brake fluid needs to be replaced every three years (at £49).

**Partwatch**

	Dealer price	Independent price
Part		
Front brake pads (axle set)	£48	£27.66
Front brake discs (pair)	£115.54	£80.40
Door mirror glass (electric)	£60.82	£29.94
Front wiper set	£43.50	£20.10

Prices for a 2011 Superb 2.0 TDI 140. Dealer prices from Skoda UK. Independent prices from Euro Car Parts ([eurocarparts.com](http://eurocarparts.com))

**Recalls**

THERE have been three recalls for the Superb Mk2; the first, in November 2009, affected five cars built between July 2008 and February 2009. This was due to a possibility of an electrical short circuit, causing a fire.

Models with DSG built between September 2008 and August 2009 were recalled in December 2009 after reports of drive being lost. Fresh software fixed the issue.

The latest recall in December 2011 affected cars with the 2.0 TDI engine, as they could suffer from fuel leaks.



# Car hunter

**£14,000** to spend on a fun, practical estate

Dear Lawrence, I'm looking to replace my current car with an estate that's practical and drives well. I've got a £14,000 budget. What should I consider?

Alan Tomlinson, E-mail

Contact: Lawrence\_Allan@dennis.co.uk



CARS

## THE ALL-ROUND CHOICE



### Ford Mondeo

**FOR:** Practical, roomy, fun behind the wheel

**AGAINST:** Basic cabin, bland exterior styling

NO search for a practical load carrier is complete without Ford's Mondeo Estate. This recently replaced Mk4 car is rated highly for its generous boot space, driving dynamics and huge choice of engines.

It also scored full marks when it was crash tested by Euro NCAP back in 2007. All Mondeos come with cruise control, Bluetooth and a heated front screen as standard. We found a 2012 2.0 TDCi Mondeo Titanium X 163 with 47,000 miles for £12,660.

## THE DRIVERS' CHOICE



### Mazda 6 Tourer

**FOR:** Stylish design, great to drive, good kit

**AGAINST:** Small boot, slightly firm ride

ARGUABLY the most stylish choice of our trio, the latest Mazda 6 Tourer is a great-handling car, with performance to match its looks. Rivals offer more boot space, and the firm ride may not suit all buyers, but overall it's the most involving car to drive here.

Cruise control and Bluetooth come as standard, and Euro NCAP awarded the 6 a five-star crash test rating. For £13,500, you could get a 62-reg 2.2D Sport Nav model with 39,000 miles on the clock.

## THE PRACTICAL CHOICE



### Volkswagen Passat

**FOR:** Great interior, gentle drive, large boot

**AGAINST:** Seat comfort, limited standard kit

LIKE the Mondeo, the previous-generation Volkswagen Passat Estate is more substance over style. The long gearing and soft suspension make it an ideal choice for those covering lots of motorway miles, although seat comfort could be better. The interior feels more upmarket than its competitors', but features less kit.

As with its rivals, the Passat scored a full five stars when tested by Euro NCAP. A 13-reg 2.0 TDI Sport with 41,000 miles will set you back £13,495.

INTERIOR



FORD has a conventional cabin layout; there are just a few too many hard plastics around. Families should find the car easy to live with, as it has an impressive 537 litres of boot space, or 1,733 litres with the rear seats folded.



INSIDE, the 6 is stylish and features sturdy switchgear. Although the boot is the smallest here (506 litres with the back seats up and 1,648 litres with them down), rear passengers still have plenty of leg and headroom.



VOLKSWAGEN has the most upmarket interior here, with plenty of high-quality components and soft-touch plastics on show. The car also dominates in terms of boot space – its 603-litre capacity rises to 1,731 litres.

RELIABILITY



THE Mondeo finished a disappointing 140th in our Driver Power 2015 satisfaction survey. High scores for practicality and road handling were cancelled out by owners questioning the car's reliability and build quality.



MAZDA'S 6 placed an impressive 49th in Driver Power last year, picking up particularly high rankings for performance and road handling. Drivers were less impressed with the overall ride quality, however.



THE Passat's finish of 166th in Driver Power 2015 was a bit of a surprise. Owners found practicality worth mentioning, but low scores for road handling and seat comfort brought the overall ranking down.



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*A great car which has been  
adapted brilliantly and  
innovatively*  
”

“  
*Very well thought out  
conversion which is  
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## Tough at the top

Which chunky small car is our used pick for escaping the city limits?

Cabin feels cheap, but high-spec Dacia scores on equipment



### Dacia Sandero

70.6mpg (official)  
£51 fill-up



### Sandero Stepway Laureate dCi

Years: 2013 to date Engine: 1.5-litre 4cyl, 89bhp

Insurance group: 11 Econ/CO<sub>2</sub>: 71mpg/105g/km

Why? Well equipped and roomy, the Sandero Stepway offers rugged motoring at a bargain price.

**Prices from: £6,495**

DACIA has made a name for itself with a small line-up of budget cars, and a few years on, the first examples are finding their way on to the used market. The Sandero Stepway is a rugged version of the brand's supermini, and stands out with its tall ride height and body cladding.

The Stepway only comes with front-wheel drive, so it's cheap to buy and run. Its petrol-powered Fiat Panda rival claims competitive economy and emissions, but in the real world, you'll be quids in with this diesel-engined Dacia.

There's little to separate the two cars on pace, although this 1.5-litre dCi model is half a second quicker from 0-60mph. Yet despite its tough looks, the Stepway doesn't offer much genuine off-road ability. While cabin quality could be improved, top-spec models are better equipped, and the car is relatively spacious.

Owners rate their Dacias. The regular Sandero came 53rd in our Driver Power 2015 satisfaction survey, with reliability and running costs praised highly.



**Inside, Sandero offers more space. Yet despite rugged looks, it has limited off-road ability**

### 1 Dacia Sandero ★★★★★

IT'S roomy and cheap to run, while chunky off-road additions boost the Stepway's kerb appeal. The driving experience and cabin could be better, but you can forgive such flaws at this price.



While it trails on toys, Fiat interior is well laid-out



### Fiat Panda

61.4mpg (official)  
£38 fill-up



**Seat comfort was criticised in Driver Power 2015, although Panda has edge on the road**

### 2 Fiat Panda ★★★★★

FOR driving fun, the Panda is difficult to beat. It also feels more upmarket than the Dacia – but it can't match its rival for standard kit and space, while the TwinAir engine is thirsty. It's pricier, too.

### Panda Trekking TwinAir

Years: 2012 to date Engine: 0.9-litre 2cyl, 84bhp

Insurance group: 6 Econ/CO<sub>2</sub>: 61mpg/105g/km

Why? A cheaper, more toned-down version of the Panda 4x4, this Trekking model is still fun to drive.

**Prices from: £7,790**

THE Panda is another small car with big ideas, and this Trekking version is a tough addition to Fiat's line-up. It looks the same as the 4x4, but beneath the skin, it's just two-wheel drive.

Under the bonnet is a 0.9-litre TwinAir petrol engine that's revvy and characterful, yet thirsty, so the Panda will hit your pocket more than the Dacia. With a smaller fuel tank than in its rival, you'll need to make more filling station stops.

Still, out on the road, the Trekking trumps the Stepway, with plenty of grip and responsive steering making it nippy around town. The raised ride height is handy over speed bumps, too, although if you want true off-road ability, you should go for the Panda 4x4.

Wind noise is an issue in the Trekking, but it's roomy and well laid-out. There isn't as much standard kit, either, and prices for top-spec models will be a lot higher than for a fully loaded Dacia. The Panda finished 75th in Driver Power 2015 – seat comfort and performance were the biggest concerns.



## Specialist Car Insurance

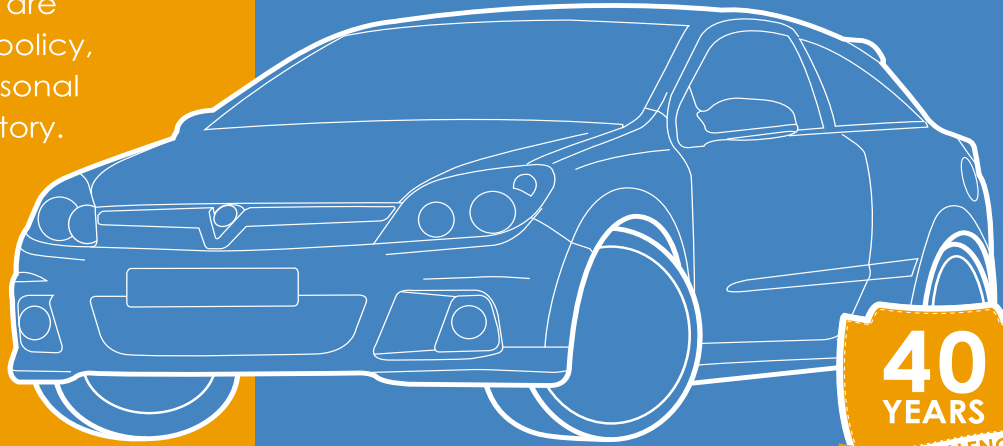
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## HOW OUR GUIDE WORKS

**PERFORMANCE:** This is the manufacturer's claimed acceleration time for a car, and is measured from 0-60mph or 0-62mph (0-100kph), in seconds.

**ECONOMY AND EMISSIONS:** The combined cycle economy and emissions figures in miles per gallon and grams per kilometre of CO<sub>2</sub>. Figures are recorded in regulated tests, but may not be representative of actual efficiency in everyday driving.

**INSURANCE:** Group rating as quoted by the Association of British Insurers.

**WARRANTY:** By each manufacturer's name is the basic warranty period in months for mechanicals, corrosion and paintwork.

**LIST PRICE:** This is the on-the-road figure and includes VAT, delivery to dealer, 12 months' road tax, number plates and the first registration fee. Electric cars include the Government's Plug-in Car Grant.

Spotted an error? Email: [dean\\_gibson@dennis.co.uk](mailto:dean_gibson@dennis.co.uk)

**WILL IT FIT?** Is your garage big enough? Our measurements show the length and width of each model, but remember estate and performance variants may be bigger.

**DRIVER POWER POSITION:** Auto Express's survey canvasses results from tens of thousands of motorists. Models are rated by drivers, then ranked against others on sale in the UK from one to 100. The lower the number, the higher the score.

**ECO BAND:** New cars fall into 13 CO<sub>2</sub> bands from A-M. Our guide shows which eco bracket each vehicle is in and how much road tax you pay in the first year and each subsequent year. However, we advise you to double check a specific model's rating.

**BAND A:** Up to 100g/km CO<sub>2</sub> (road tax exempt)  
**BAND B:** 101-110g/km CO<sub>2</sub> (exempt/E20)  
**BAND C:** 111-120g/km CO<sub>2</sub> (exempt/E30)  
**BAND D:** 121-130g/km CO<sub>2</sub> (exempt/E110)  
**BAND E:** 131-140g/km CO<sub>2</sub> (E130/E130)  
**BAND F:** 141-150g/km CO<sub>2</sub> (E145/E145)  
**BAND G:** 151-165g/km CO<sub>2</sub> (E180/E180)  
**BAND H:** 166-175g/km CO<sub>2</sub> (E255/E205)  
**BAND I:** 176-185g/km CO<sub>2</sub> (E350/E225)  
**BAND J:** 186-200g/km CO<sub>2</sub> (E490/E265)  
**BAND K:** 201-225g/km CO<sub>2</sub> (E640/E290)  
**BAND L:** 226-255g/km CO<sub>2</sub> (E870/E490)  
**BAND M:** Over 255g/km CO<sub>2</sub> (E1100/E505)

**EURO NCAP RATING:** At the start of each model range is the official Euro NCAP crash test safety rating (if available). The maximum score for a vehicle is five.

**CONTACT DETAILS:** We've listed the manufacturer's website and brochure hot-line, and also show how many franchised UK dealers there are for each marque.

### ABARTH

[www.abarth.co.uk](http://www.abarth.co.uk) / Brochure: 0800 2227 8400 / Dealers: 25  
 Warranty: 3 years/60,000 miles

595 - 365x162mm, EURO-NCAP N/A

DRIVER POWER POS: 8th

Eco band	MPG	0-62mph	CO <sub>2</sub>	Insurance group	List price
1.4 T-Jet (140) 595 Custom	F	43.5	7.9	150	£14610
1.4 T-Jet (140) 595 Trofeo	F	47.1	7.9	139	£15150
1.4 T-Jet (160) 595 Turismo	G	43.5	7.4	155	£18040
1.4 T-Jet (160) 595 Yamaha Edition	G	43.5	7.4	155	£17420
1.4 T-Jet (180) 595 Competizione	E	47.1	6.8	139	£19890
1.4 T-Jet (180) 695 Biposto	G	43.5	5.9	155	£37055
1.4 T-Jet (180) 695 Biposto Record	G	43.5	5.9	155	£376610

595C: add £2000 (not Trofeo/Yamaha Edition), auto: add £1300 (not Trofeo/Yamaha Edition/Biposto)

### ALFA ROMEO

[www.alfaromeo.co.uk](http://www.alfaromeo.co.uk) / Brochure: 0800 2532 0000 / Dealers: 46  
 Warranty: 3 years/unlimited miles

Mito - 406x1720mm, EURO-NCAP ★★★★★  
 DRIVER POWER POS: 155th

Eco band	MPG	0-62mph	CO <sub>2</sub>	Insurance group	List price
1.3 JTDm-2 (85) Progression	A	80.7	12.9	90	£114405
1.3 JTDm-2 (85) Junior	A	80.7	12.9	90	£115505
1.3 JTDm-2 (85) Distinctive	A	80.7	12.9	90	£116745
1.6 JTDm-2 (120) Distinctive	C	65.7	9.9	112	£17910
0.9T TwinAir (105) Progression	A	67.2	11.4	96	£13860
0.9T TwinAir (105) Junior	A	67.2	11.4	96	£13480
0.9T TwinAir (105) Distinctive	A	67.2	11.4	96	£136160
1.4 TB MultiAir (76) Progression	D	50.4	13.0	130	£12760
1.4 TB MultiAir (140) TCT D'cive	D	52.3	8.1	124	£17710
1.4 TB MultiAir (170) Q'foglio Verde	D	52.3	7.3	124	£20900

QV Line: add £750 to Distinctive (not 1.3 JTDm-2)

### Giulietta - 435x1798mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 69th

Eco band	MPG	0-62mph	CO <sub>2</sub>	Insurance group	List price
1.6 JTDm-2 (105) Business	B	70.6	11.3	104	£19080
1.6 JTDm-2 (105) Progression	B	70.6	11.3	104	£19500
1.6 JTDm-2 (105) Distinctive	B	70.6	11.3	104	£20750
2.0 JTDm-2 (150) Business	B	67.3	8.8	110	£23080
2.0 JTDm-2 (150) Distinctive	B	67.3	8.8	110	£23190
1.4 TB (120) Progression	F	44.1	9.4	148	£17970
1.4 TB (120) Distinctive	F	44.1	9.4	148	£19700
1.4 TB MultiAir (150) Sprint	E	49.6	8.2	131	£20700
1.4 TB MultiAir (170) TCT Business	C	55.4	7.6	119	£20900
1.4 TB MultiAir (170) Distinctive	C	49.6	7.6	121	£21200
1.9T (240) TCT Q'foglio Verde	G	40.4	6.0	162	£25830

Exclusive: add £1750 to Distinctive, QV Line: add £3500 to Distinctive, auto: add £2160 to 2.0 JTDm-2, £1295 to 1.4 TB (170)

### 4C - 3989x2090mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

1.7T TCT 4C

4C Spider: add £8000

### ALPINA

[www.bmwalpina.co.uk](http://www.bmwalpina.co.uk) / Brochure: 0115 934 1414 / Dealers: 18  
 Warranty: 2 years/unlimited miles

### D3 - 4628x1811mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

Eco band	MPG	0-62mph	CO <sub>2</sub>	Insurance group	List price
3.0 auto D3 Bi-Turbo 4dr	E	53.3	4.6	139	£46950
3.0 auto D3 Bi-Turbo Touring	F	52.3	4.6	142	£49950

### B3 - 4628x1811mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

Eco band	MPG	0-62mph	CO <sub>2</sub>	Insurance group	List price
3.0 auto B3 Bi-Turbo 4dr	I	37.2	4.2	177	£49955
3.0 auto B3 Bi-Turbo Touring	I	36.7	4.3	179	£49955

### D5 - 4913x1860mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

Eco band	MPG	0-62mph	CO <sub>2</sub>	Insurance group	List price
3.0 auto D5 Bi-Turbo 4dr	G	47.9	5.1	155	£56950
3.0 auto D5 Bi-Turbo Touring	G	45.6	5.3	163	£59950

### B5 - 4905x4913x1860mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

Eco band	MPG	0-62mph	CO <sub>2</sub>	Insurance group	List price
4.4 V8 auto B5 Bi-Turbo 4dr	L	26.9	4.5	244	N/A

### XD3 - 4651x1901mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

### 3.0 auto XD3 Bi-Turbo

H 42.8 4.9 174 50 £56450

### D4 - 4640x1825mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

Eco band	MPG	0-62mph	CO <sub>2</sub>	Insurance group	List price
3.0 auto D4 Bi-Turbo Coupe	E	53.3	4.6	139	£50950
3.0 auto D4 Bi-Turbo Convertible	G	47.9	5.0	156	£54950

### B4 - 4640x1825mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

Eco band	MPG	0-62mph	CO <sub>2</sub>	Insurance group	List price
3.0 auto B4 Bi-Turbo Coupe	I	37.2	4.2	177	£58955
3.0 auto B4 Bi-Turbo Convertible	J	35.3	4.5	186	£62955

### B6 - 4894x1894mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

Eco band	MPG	0-62mph	CO <sub>2</sub>	Insurance group	List price
4.4 V8 auto B6 Bi-Turbo Coupe	K	30.1	4.3	219	£92850
4.4 V8 auto B6 Bi-Turbo Conv	K	29.4	4.4	224	£97850

### ARIEL

[www.arielmotor.co.uk](http://www.arielmotor.co.uk) / Brochure: 01460 78817 / Dealers: 1  
 Warranty: 3 years/unlimited miles

### Atom - 3410x1798mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

Eco band	MPG	0-62mph	CO <sub>2</sub>	Insurance group	List price
2.0 V-TEC Atom 3.5 245	N/A	3.3	N/A	N/A	£30596
2.0 V-TEC Atom 3.5 310	N/A	2.7	N/A	N/A	£35812
2.0 V-TEC S/C Atom 3.5R	N/A	2.6	N/A	N/A	£46800

### Nomad - 3215x1850mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

Eco band	MPG	0-62mph	CO <sub>2</sub>	Insurance group	List price
2.4 V-TEC Nomad	N/A	3.4	N/A	N/A	£33000

### ASTON MARTIN

[www.astonmartin.co.uk](http://www.astonmartin.co.uk) / Brochure: 01926 646444 / Dealers: 22  
 Warranty: 3 years/unlimited miles

### Rapide S - 5020x2140mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

Eco band	MPG	0-62mph	CO <sub>2</sub>	Insurance group	List price
6.0 V12 auto Rapide S	M	19.9	4.9	332	£510299

### Vantage - 4380x4385x1865mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

Eco band	MPG	0-62mph	CO <sub>2</sub>	Insurance group	List price
4.7 V8 Vantage	M	20.5	4.8	321	£87344
4.7 V8 Vantage N430	M	20.5	4.8	321	£92344
4.7 V8 Vantage S	M	20.5	4.5	321	£97344
6.0 V12 auto Vantage S	M	17.3	3.7	388	£139155

Auto: add £5000; Vantage Roadster: add £9000 (not N430)

### DB9 - 4720x1875mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

Eco band	MPG	0-62mph	CO <sub>2</sub>	Insurance group	List price
6.0 V12 auto Coupe GT	M	19.8	4.5	333	£5140087

### Vanquish - 4728x1912mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

Eco band	MPG	0-62mph	CO <sub>2</sub>	Insurance group	List price
6.0 V12 auto Coupe	M	22.1	3.6	298	£5194150

Vanquish Volante: add £12000

### AUDI

[www.audi.co.uk](http://www.audi.co.uk) / Brochure: 0800 699 888 / Dealers: 121  
 Warranty: 3 years/60,000 miles

### A1 - 3954x1740mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 152nd

Eco band	MPG	0-62mph	CO <sub>2</sub>	Insurance group	List price
1.0 TFSI (95) SE 3dr	A	60.0	10.9	99	£14530
1.0 TFSI (95) Sport 3dr	A	60.0	10.9	99	£16505
1.6 TDI (116) SE 3dr	A	80.7	9.4	92	£15605
1.4 TFSI (125) Sport 3dr	C	57.6	8.8	115	£16905
1.6 TDI (116) Sport 3dr	A	80.7	9.4	92	£17580
1.4 TFSI (125) S line 3dr	C	56.5	8.8	117	£18900
1.4 TFSI CoD (150) S line 3dr	C	58.9	7.8	112	£25695
1.6 TDI (116) S line 3dr	A	80.7	9.4	93	£19575
2.0 TFSI (231) S1 3dr	G	40.4	5.8	162	£25595

S tronic auto: add £1540; A1 Sportback: add £620; S1 Sportback: add £730

### A3 - 4237x1777mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 27th

### 1.2 TFSI (110) SE 3dr

C 57.6 9.9 114 14 £18865

### 1.4 TFSI (125) SE 3dr

C 54.3 9.3 120 16 £20165

### 1.4 TFSI (150) CoD SE 3dr

B 60.1 8.3 109 16 £21015

### 1.6 TDI (110) ultra SE 3dr

A 83.1 10.5 89 18 £21115

### 1.6 TDI (150) SE 3dr

B 68.9 8.6 106 21 £22465

### 2.0 TDI (150) Sport Nav 3dr

A 74.3 10.7 99 15 £22515

### 2.0 TDI (150) Sport Nav 3dr

B 68.9 8.6 106 21 £22865

### 2.0 TDI (184) Sport Nav 3dr

B 68.9 7.3 108 27 £25135

### 2.0 TFSI (200) quattro S3 Nav 3dr

G 40.4 5.2 162 36 £32120

### 2.5 TFSI (267) quattro RS3 S3 Nav 3dr

J 34.8 4.3 189 40 £40795

### 1.4 TFSI (150) Sport Nav 3dr

A 74.3 10.7 99 15 £22515

### 2.0 TDI (150) Sport Nav 3dr

B 68.9 8.6 106 21 £22865

### 2.0 TDI (184) Sport Nav 3dr

B 68.9 7.3 108 27 £25135

### 2.0 TFSI (200) quattro S3 Nav 3dr

G 40.4 5.2 162 36 £32120

### 2.5 TFSI (267) quattro RS3 S3 Nav 3dr

J 34.8 4.3 189 40 £407







## DRIVER POWER POS: N/A

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
2.0 Drive18i	G 41.5	7.9	159	38	£29690
2.0 Drive20i	G 41.5	6.9	159	38	£31790
2.0 Drive20i M Sport	G 41.5	5.7	159	40	£39340
3.0 Drive35i M Sport	K 30.1	5.2	219	41	£44960
3.0 DCT Drive35i	K 31.4	4.8	210	43	£47905

Auto: add £1890, M Sport: add £3865 to 18i, £3165 to 20i models

## 6 Series - 489x1894mm, EURO-NCAP N/A

## DRIVER POWER POS: N/A

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
3.0 auto 640i SE	I 37.2	5.3	176	47	£59430
3.0 auto 640i SE	F 52.3	5.3	143	48	£62295
4.4 V8 auto 650i Sport	K 32.1	4.6	206	50	£69790
4.4 V8 DCT M6	L 28.5	4.2	231	50	£83150

Convertible: add £4700-£5900, Gran Coupé: same price as Coupé, M Sport: add £3600 to SE, add £2600 to Sport

## i8 - 468x1942mm, EURO-NCAP N/A

## DRIVER POWER POS: N/A

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.5 TTT/Drive auto i8	A 113.0	4.4	59	50	£95540

## CATERHAM

uk.caterhamcars.com / Brochure: 01833 333700 / Dealers: 2

Warranty: 1 year

## Seven - 3100-3300x1270-1505mm, EURO-NCAP N/A

## DRIVER POWER POS: N/A

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
0.6T 160	C 57.6	6.5	114	N/A	£18995
1.6 270	N/A	5.0	N/A	N/A	£22995
2.0 360	N/A	4.8	N/A	N/A	£26995
2.0 420	N/A	3.8	N/A	N/A	£29995
2.0 5C 620R	N/A	2.8	N/A	N/A	£49995

5 Pack: add £2995, R Pack: add £3995, SV chassis: add £2500, D2 kit: £3000 less than factory build

## CHEVROLET

www.chevrolet.co.uk / Brochure: 0800 666 222 / Dealers: 1

Warranty: 5 years/100,000 miles

## Corvette - 403x1877mm, EURO-NCAP N/A

## DRIVER POWER POS: N/A

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
6.2 V8 Stingray Coupe Z17	M 23.2	4.2	279	50	£62450
6.2 V8 Stingray Coupe 3LT	M 23.2	4.2	279	50	£65370
6.2 V8 S/C Stingray Coupe Z06	M 22.2	3.8	291	50	£87860

Auto: add £2400, Convertible: add £3620

## CITROEN

www.citroen.co.uk / Brochure: 0800 023 4000 / Dealers: 196

Warranty: 3 years/60,000 miles

## C-Zero - 3475x1475mm, EURO-NCAP☆☆☆☆

## DRIVER POWER POS: N/A

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
64hp auto C-Zero	A	N/A	15.9	0	£211995

## C1 - 3466x1884mm, EURO-NCAP☆☆☆☆

## DRIVER POWER POS: 95th

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.0 VTI (68) Touch 3dr	A 68.9	14.3	95	6	£8345
1.0 VTI (68) Feel 3dr	A 68.9	14.3	95	6	£9595
1.0 VTI (68) S&S Flair 3dr	A 74.3	14.3	88	7	£10535
1.2 PureTech (82) Flair 3dr	A 65.7	11.0	99	11	£10635
1.0 VTI (68) ETG Flair 3dr	A 67.3	14.6	97	7	£11185

5dr: add £400 to Feel/Flair 3dr, Airscape: add £160 to select models

## C3 - 3941x1728mm, EURO-NCAP☆☆☆☆

## DRIVER POWER POS: 163rd

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.0 PureTech (60) VT	B 64.2	14.2	102	8	£11135
1.0 PureTech (60) Edition	B 62.8	14.2	104	9	£12715
1.2 PureTech (82) Edition	B 61.4	14.2	107	12	£13735
1.2 PureTech (110) S&S Platinum	B 62.8	10.6	104	18	£16060
1.6 BlueHDi (75) VT	A 80.7	11.3	90	16	£13425
1.6 BlueHDi (75) Edition	A 80.7	11.3	90	16	£15005
1.6 BlueHDi (100) Platinum	A 83.1	10.8	87	19	£16970

Auto: add £620 to PureTech (82) Platinum, Platinum: add £1050 to Edition models (not PureTech 60)

## C4 - 4329x1789mm, EURO-NCAP☆☆☆☆

## DRIVER POWER POS: 95th

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.2 PureTech (110) Touch	B 60.1	10.9	110	16	£14645
1.6 BlueHDi (100) Touch	A 78.5	11.5	95	20	£16745
1.6 BlueHDi (100) S&S Flair	A 85.6	11.5	86	20	£17545
1.2 PureTech (130) S&S Flair	B 58.9	10.8	110	19	£18190
1.6 BlueHDi (120) Flair	A 78.5	10.6	95	25	£19145
2.0 BlueHDi (150) Flair	A 74.3	8.8	96	29	£20045

Flair: add £1400 to Flair, Flair Edition: add £975 to Flair

## C4 Cactus - 4157x1729mm, EURO-NCAP☆☆☆☆

## DRIVER POWER POS: N/A

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.2 PureTech (75) Touch	B 61.4	12.9	105	9	£12990
1.2 PureTech (82) Feel	B 61.4	12.9	105	9	£14690
1.2 PureTech (82) S&S ETG Feel	A 65.7	15.0	98	7	£15390
1.2 PureTech (110) S&S Feel	B 60.1	9.3	107	15	£15890
1.6 BlueHDi (100) Feel	A 83.1	10.7	87	18	£16690
1.6 BlueHDi (100) ETG Feel	A 83.1	11.2	89	18	£17320

Flair: add £1400 to Flair, Flair Edition: add £975 to Flair

## C5 - 4779x1860mm, EURO-NCAP☆☆☆☆

## DRIVER POWER POS: 112th

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
2.0 HDi (160) VTR+ Techno Pack	D 57.6	9.1	129	25	£24150
2.0 HDi (160) Exclusive Techno	D 57.6	9.1	129	25	£25750

Auto: add £2415 to 2.0 HDi Exclusive, C5 Tourer: add £1110

## Berlino MultiSpace - 4380x1810mm, EURO-NCAP☆☆

## DRIVER POWER POS: 126th

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.6 VTI (95) Touch	F 44.1	12.8	148	10	£13355
1.6 BlueHDi (75) Feel	C 65.7	15.1	113	12	£15440
1.6 BlueHDi (100) ETG Feel	B 67.3	14.3	109	14	£16940
1.6 BlueHDi (100) XTR	C 65.7	12.4	113	15	£17890
1.6 BlueHDi (100) ETG XTR	C 64.2	11.4	109	15	£18440
1.6 BlueHDi (100) XTR	C 64.2	11.4	115	17	£18540

Feel Edition: add £1400 to Feel

## C3 Picasso - 4078x1730mm, EURO-NCAP☆☆☆☆

## DRIVER POWER POS: 108th

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.2 PureTech (110) Edition	C 56.5	11.8	115	14	£15805
1.2 PureTech (110) Platinum	C 56.5	11.8	115	14	£16805
1.6 BlueHDi (100) Edition	B 72.4	13.3	101	16	£16870
1.6 BlueHDi (100) Platinum	B 72.4	13.3	101	16	£17870

## C4 Picasso - 4428x1826mm, EURO-NCAP N/A

## DRIVER POWER POS: 77th

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.2 PureTech (130) VTR	C 56.5	N/A	115	16	£18270
1.6 BlueHDi (100) VTR	A 74.3	14.3	99	15	£18725
1.2 PureTech (130) VTR+	C 56.5	N/A	115	16	£19370
1.6 BlueHDi (100) VTR+	A 74.3	14.3	99	15	£20025
1.6 BlueHDi (120) VTR+	A 74.3	12.6	100	20	£20785
1.6 BlueHDi (120) Exclusive	A 74.3	12.6	100	20	£22085
1.6 THP (165) EA7E Exclusive	D 50.4	8.4	130	21	£22710
2.0 BlueHDi (150) Exclusive	B 67.3	9.8	102	24	£23090

Auto: add £1350 to 1.6 BlueHDi (120) and 2.0 BlueHDi (150), Exclusive+: add £2360 to Exclusive

## Grand C4 Picasso - 4597x1826mm, EURO-NCAP N/A

## DRIVER POWER POS: 77th

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.2 PureTech (130) VTR	C 56.5	N/A	115	16	£19070
1.6 BlueHDi (100) VTR	A 74.3	14.3	99	15	£20425
1.2 PureTech (130) VTR+	C 56.5	N/A	115	16	£21270
1.6 BlueHDi (100) VTR+	A 74.3	14.3	99	15	£21725
1.6 BlueHDi (120) VTR+	A 74.3	12.6	100	20	£22485
1.6 BlueHDi (120) Exclusive	A 74.3	12.6	100	20	£23785
1.6 THP (165) EA7E Exclusive	D 50.4	8.4	130	21	£24410
2.0 BlueHDi (150) Exclusive	B 67.3	9.8	102	24	£24750

Auto: add £1350 to 1.6 BlueHDi (120) and 2.0 BlueHDi (150), Exclusive+: add £2360 to Exclusive

## DACIA

www.dacia.co.uk / Brochure: 0800 991 199 / Dealers: 127

Warranty: 3 years/60,000 miles

## Sandero - 4057x1733mm, EURO-NCAP☆☆☆☆

## DRIVER POWER POS: 53rd

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.2 16v (75) Access	E 48.7	14.5	135	2	£5995
1.2 16v (75) Ambiance	E 48.7	14.5	135	2	£6795
0.9 Tce (90) Ambiance	C 56.5	11.1	116	0	£7595
1.5 dci (90) Ambiance	A 74.3	12.1	99	8	£8595

Laureate: add £1400 to Ambiance, Laureate Prime: add £500 to Laureate

## Sandero Stepway - 4057x1733mm, EURO-NCAP N/A

## DRIVER POWER POS: 53rd

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
0.9 Tce (90) Ambiance	D 52.3	11.1	124	7	£8395
1.5 dci (90) Ambiance	B 70.6	12.1	105	10	£9395

Laureate: add £1800 to Ambiance

## Logan - 4450x1740mm, EURO-NCAP☆☆☆☆

## DRIVER POWER POS: 48th

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.2 16v (75) Access	E 48.7	14.5	135	4	£6995
1.2 16v (75) Ambiance	E 48.7	14.5	135	4	£7795
0.9 Tce (90) Ambiance	C 56.5	11.1	116	9	£8595
1.5 dci (90) Ambiance	A 74.3	12.1	99	11	£9595

Laureate: add £1400 to Ambiance, Laureate Prime: add £500 to Laureate

## Duster - 4316x1822mm, EURO-NCAP N/A

## DRIVER POWER POS: 91st

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.6 16v (105) Access 2WD	G 39.8	11.5	165	6	£9495
1.6 16v (105) Ambiance 2WD	G 39.8	11.5	165	6	£10495
1.5 dci (110) Ambiance 2WD	D 56.5	11.8	130	10	£11995
1.5 dci (110) Laureate 2WD	D 56.5	11.8	130	11	£13495

4WD: add £2000, Laureate Prime: add £500 to Laureate

## DS

www.driveds.co.uk / Brochure: 0800 023 4000 / Dealers: 196

Warranty: 3 years/60,000 miles

## DS 3 - 3948-3962x1715-1717mm, EURO-NCAP☆☆☆☆

## DRIVER POWER POS: 67th

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.2 PureTech (82) D5ign	B 61.4	12.3	107	10	£13295
1.2 PureTech (110) D5ign	B 62.8	9.6	104	19	£15995
1.2 PureTech (110) EA7E D5ign	B 60.1	N/A	108	19	£17495
1.2 PureTech (110) 1955 Edition	B 62.8	9.6	104	21	£19095
1.2 P.Tech (110) EA7E Dark Light	B 60.1	N/A	108	21	£20795
1.6 BlueHDi (100) D5ign	A 83.1	10.8	87	22	£16595
1.6 THP (165) D5ign	D 50.4	7.5	129	26	£16995
1.6 THP (165) D5port	D 50.4	7.5	129	26	£19095
1.6 BlueHDi (120) D5ign	A 78.5	9.3	94	24	£17195
1.6 BlueHDi (120) D5port	A 78.5	9.3	94	24	£19695
1.6 BlueHDi (120) 1955 Edition	B 62.8	9.3	94	24	£19695
1.6 THP (165) Ultra Prestige	D 50.4	7.5	129	27	£20795
1.6 BlueHDi (120) Ultra Prestige	A 78.5	9.3	94	24	£20995

Cabrio: add £2460 (selected models), D5ign: add £1500 to D5ign

## DS 4 - 4275x1810mm, EURO-NCAP☆☆☆☆

## DRIVER POWER POS: 123rd

1.2 PureTech (130) Elegance	C	55.4	9.9	119	17	£19495
1.2 PureTech (130) Prestige	C	54.3	9.9	120	19	£20745
1.6 THP (165) EAT6 Prestige	D	50.4	8.7	130	22	£22445
1.6 THP (210) Prestige	E	47.9	7.8	138	27	£22995
2.0 BlueHDI (120) Elegance	A	74.3	10.9	100	20	£21245
2.0 BlueHDI (150) Elegance	A	74.3	8.8	104	24	£22245
1.6 BlueHDI (120) Prestige	B	74.3	10.9	103	22	£21495
2.0 BlueHDI (150) Prestige	B	74.3	8.8	105	26	£23495
2.0 BlueHDI (180) EAT6 Prestige	C	62.2	8.6	113	27	£25495

Auto: add £1,200 to 2.0 BlueHDI (120), £5.4 Crossback, add £1,000 to Prestige (incl 1.6 THP, 2.0 BlueHDI (150)).



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	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.5 EcoBoost (160) Zetec	F	43.5	9.9	149	19	£24795
2.0 TDCi (120) Zetec	D	56.5	13.4	129	16	£25495
2.0 TDCi (150) Zetec	D	56.5	10.8	129	20	£26295
1.5 EcoBoost (160) Titanium	F	43.5	9.9	149	19	£26645
2.0 TDCi (150) Titanium	D	56.5	10.8	129	20	£28095
2.0 TDCi (180) Titanium	D	56.5	9.7	129	20	£28845
2.0 EcoBoost (240) auto Titanium Spt	I	35.8	8.4	180	26	£31695
2.0 TDCi (210) auto Titanium Sport	F	51.4	8.8	144	27	£32645
2.0 TDCi (180) auto 4WD Titanium Spt	F	48.7	10.5	149	24	£33345

Auto: add £1550 to 2.0 TDCi (150) and (180), 4WD: add £1500 to 2.0 TDCi (150), Titanium Spt: add £1490 to 2.0 TDCi (180) Titanium

### Galaxy - 4848x1916mm, EURO-NCAP☆☆☆☆

1.5 EcoBoost (160) Zetec	F	43.5	10.0	149	19	£26695
2.0 TDCi (120) Zetec	D	56.5	13.6	129	17	£27845
2.0 TDCi (150) Zetec	D	56.5	10.9	129	20	£28595
1.5 EcoBoost (160) Titanium	F	43.5	10.0	149	20	£28995
2.0 TDCi (150) Titanium	D	56.5	10.9	129	21	£30395
2.0 TDCi (180) Titanium	D	56.5	9.8	129	24	£31195
2.0 EcoBoost (240) auto Titanium X	I	50.0	8.6	180	26	£35995
2.0 TDCi (210) auto Titanium X	F	51.4	8.9	144	28	£36545

Auto: add £1550 to 2.0 TDCi (not 120), 4WD: add £1550 to 2.0 TDCi (150) Titanium, add £1365 to 2.0 TDCi (180) auto Titanium X, Titanium X: add £1300 to Titanium (not 1.5 EcoBoost)

### EcoSport - 4235x1765mm, EURO-NCAP☆☆☆☆

1.5 (112) Zetec	F	44.8	13.3	149	9	£14445
1.0T EcoBoost (125) Zetec	D	52.3	12.7	125	11	£15345
1.5 TDCi (95) Zetec	C	64.2	14.0	115	N/A	£16095
1.5 (112) auto Titanium	F	44.8	14.1	149	9	£17245

Auto: add £1500 to 1.5 (112), Titanium: add £1300 to Zetec

### Ranger - 5359x1850mm, EURO-NCAP☆☆☆☆

2.2 TDCi (125) Double Cab	J	37.2	14.9	199	13	£22959
2.2 TDCi (150) Double Cab XL	K	36.2	12.3	206	11	£23649
2.2 TDCi (150) Double Cab XLT	K	36.2	12.3	206	11	£25449
2.2 TDCi (150) Double Cab Limited	K	36.2	12.3	206	12	£27749
3.2 TDCi (200) Double Cab Limited	M	29.1	10.3	256	12	£28949
3.2 TDCi (200) Double Cab Wildtrak	M	29.1	10.3	256	12	£30389

Auto: add £1200 to 2.2 TDCi Limited and 3.2 TDCi Wildtrak, Limited 2: add £600 to Limited

### Kuga - 4524x1838mm, EURO-NCAP☆☆

1.5T (150) EcoBoost Zetec FWD	G	42.8	9.7	154	20	£20995
1.5T (182) EcoBoost Zetec AWD	I	36.7	9.7	179	21	£25150
2.0 TDCi (150) Zetec FWD	E	53.3	10.6	139	20	£22695
2.0 TDCi (150) Zetec AWD	G	47.9	10.7	154	21	£24195
2.0 TDCi (180) Titanium AWD	G	47.9	10.7	154	21	£26595

Auto: add £1485 to 2.0 TDCi AWD, Titanium: add £1650 to EcoBoost Zetec (not 2.0 TDCi (150) AWD), Titanium X: add £2750 to Titanium, Titanium X Sport: add £5700 to Titanium

### Edge - 4778x1928mm, EURO-NCAP☆☆

2.0 TDCi (180) Zetec AWD	F	48.7	9.9	149	25	£29995
2.0 TDCi (180) Titanium AWD	F	48.7	9.9	149	26	£32245
2.0 TDCi (210) auto Titanium AWD	F	48.7	9.4	149	30	£34495
2.0 TDCi (180) Sport AWD	G	47.9	9.9	152	26	£34495
2.0 TDCi (210) auto Sport AWD	G	47.9	9.4	152	30	£36745

### Mustang - 4784x1916mm, EURO-NCAP☆☆

2.3T EcoBoost Fastback	I	35.3	5.8	179	21	£28995
5.0 V8 GT Fastback	M	20.9	4.8	299	21	£32995

Auto: add £1500, Convertible: add £4000

### GREAT WALL

greatwallmotor.co.uk / Brochure: 08430 227127 / Dealers: 54  
Warranty: 6 years/125000 miles

### Steed - 5040x1800mm, EURO-NCAP☆☆

2.0 (139) S Double Cab	L	32.8	17.0	222	7	£17998
2.0 (139) SE Double Cab	L	32.8	17.0	222	8	£20398
2.0 (139) Tracker Double Cab	L	32.8	17.0	222	8	£19198

### HONDA

www.honda.co.uk / Brochure: 0845 200 8000 / Dealers: 196  
Warranty: 3 years/60000 miles

### Jazz - 3995x1694mm, EURO-NCAP☆☆☆☆

1.3 i-VTEC S	C	56.5	11.2	116	13	£13495
1.3 i-VTEC SE	C	56.5	11.2	116	13	£14995
1.3 i-VTEC EX	C	55.4	11.2	120	13	£15995
1.3 i-VTEC CVT EX Navi	C	57.6	12.0	114	13	£17705

Auto: add £1100

### Civic - 4300x1770mm, EURO-NCAP☆☆☆☆

1.4 i-VTEC S	D	52.3	13.4	129	8	£16470
1.8 i-VTEC S	E	48.7	9.1	137	16	£17970
1.8 i-VTEC SE Plus	F	46.3	9.1	145	16	£19935
1.8 i-VTEC SR	F	46.3	9.1	145	17	£23560
1.8 i-VTEC Sport	F	46.3	9.1	145	17	£19985
1.6 i-DTEC S	A	78.5	10.5	94	18	£19190
1.6 i-DTEC SE Plus	A	78.5	10.5	94	18	£21140
1.6 i-DTEC Sport	A	76.3	10.5	98	18	£21190
1.6 i-DTEC SR	A	78.5	10.5	94	18	£23765
2.0T VTEC Type R	H	38.7	5.7	170	33	£29995
2.0T VTEC Type R GT	H	38.7	5.7	170	33	£32295

Auto: add £1400-£1415 to 1.8 i-VTEC, SE Plus: add £1990 to S, EX Plus: add £1800 to 1.8 i-VTEC SR, £2000 to 1.6 i-DTEC SR, Civic Tourer: add £1000-£1550 (not 1.4, Type R)

### HR-V - 4294x1772mm, EURO-NCAP☆☆☆☆

1.5 i-VTEC (130) S	D	50.4	10.7	130	21	£18495
1.5 i-VTEC (130) SE	D	50.4	10.7	130	21	£20690
1.5 i-VTEC (130) CVT EX	D	52.3	11.2	125	22	£25425
1.6 i-DTEC (120) S	B	70.6	10.1	104	23	£20245
1.6 i-DTEC (120) SE	B	70.6	10.1	104	23	£22440

Auto: add £970 to 1.5 i-VTEC (not S), EX: add £3450 to SE

### CR-V - 4570x1820mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 21st

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
2.0 i-VTEC S 2WD	H	39.2	10.0	168	24	£22770
2.0 i-VTEC SE 4WD	H	38.2	10.2	173	24	£26105
2.0 i-VTEC SR 4WD	I	37.2	10.2	177	25	£29145
2.0 i-VTEC EX 4WD	I	37.2	10.2	177	25	£31030
1.6 i-DTEC (120) S 2WD	C	64.2	11.2	115	24	£23855
1.6 i-DTEC (120) SR 2WD	C	62.8	11.2	119	25	£29145
1.6 i-DTEC (160) SE 4WD	D	57.7	9.6	129	24	£28060
1.6 i-DTEC (160) SR 4WD	E	55.4	9.8	133	24	£31175
1.6 i-DTEC (160) EX 4WD	E	55.4	9.9	133	25	£33060

Auto: add £1500 to 2.0 i-VTEC, £1780 to 1.6 i-DTEC (160), SE: add £2170 to 1.6 i-DTEC (120) S

### HYUNDAI

www.hyundai.co.uk / Brochure: 0800 981981 / Dealers: 162  
Warranty: 5 years/unlimited miles

### i10 - 3665x1660mm, EURO-NCAP☆☆☆☆

1.0 S	B	60.1	14.9	108	1	£8995
1.0 S Air	B	60.1	14.9	108	1	£9675
1.0 SE	B	60.1	14.9	108	1	£10075
1.2 SE	C	57.6	12.3	114	4	£10575
1.0 SE Blue Drive	A	65.1	11.1	98	1	£10325
1.0 Premium	B	60.1	14.9	108	1	£10775
1.2 Premium	C	57.6	12.3	114	4	£11275

Auto: add £650 to 1.2, Premium SE: add £1135 to 1.2 Premium

### i20 - 4035x1734mm, EURO-NCAP☆☆☆☆

1.2 (75) S 5dr	C	58.9	13.6	112	5	£10995
1.1 CRDi (75) S Blue 5dr	A	88.3	16.0	84	6	£12745
1.2 (84) SE 5dr	C	55.4	13.1	119	6	£13025
1.4 (100) SE 5dr	D	51.4	11.6	127	10	£13625
1.1 CRDi (75) SE 5dr	B	70.6	16.0	103	6	£14525
1.4 CRDi (90) SE 5dr	B	68.9	12.1	106	10	£15025
1.2 (84) Premium 5dr	C	55.4	13.1	119	7	£14025
1.4 (100) Premium 5dr	D	51.4	11.6	127	10	£14625
1.4 CRDi (90) Premium 5dr	B	68.9	12.1	106	12	£16025

Auto: add £900 to 1.4 (100), 5 Air: add £750 to S, Premium SE: add £1000 to Premium, i20 Coupe: same price as Sdr (1.2 SE and 1.4 CRDi (90) only), i20 Coupe Sport: same price as i20 Sdr Premium (1.2 SE and 1.4 CRDi (90) only)

### i30 - 4300x1780mm, EURO-NCAP☆☆☆☆

1.4 (100) S 5dr	E	47.1	13.2	138	8	£15295
1.6 CRDi (110) Blue Drive S 5dr	A	78.4	11.5	94	11	£17295
1.4 (100) SE 5dr	E	47.1	13.2	138	8	£16595
1.6 (120) auto SE 5dr	G	41.5	11.9	158	10	£18195
1.6 CRDi (110) Blue Drive SE 5dr	A	78.4	11.5	94	12	£18595
1.6 (120) Premium 5dr	F	44.8	11.9	145	12	£20595
1.6 CRDi (136) Premium 5dr	B	70.6	16.0	103	6	£22395
1.6T-GDI (160) Turbo SE 5dr	H	38.7	8.0	169	21	£22600

Auto: add £1300 to 1.6 CRDi SE and Premium, i30 Tourer: add £1100 (not 1.4), Turbo SE 5dr: add £500 to Turbo SE 3dr

### i40 - 4740x1770x1815mm, EURO-NCAP☆☆☆☆

1.7 CRDi (115) BD S	B	66.0	12.4	110	13	£19695
1.7 CRDi (141) BD S	C	63.0	10.3	114	18	£20495
1.7 CRDi (115) BD SE Nav	B	66.0	12.4	110	13	£21695
1.7 CRDi (141) BD SE Nav	C	63.0	10.3	114	19	£22495
1.7 CRDi (115) BD Premium	C	66.0	12.4	118	13	£25695
1.7 CRDi (141) DCT BD Premium	D	43.0	10.3	129	19	£27595

Auto: add £1900 to 1.7 CRDi (141) (not S), i40 Tourer: add £1250 (add £1350 to Premium), SE Nav Business: add £1500 to SE Nav

### ix20 - 4100x1765mm, EURO-NCAP☆☆☆☆

1.4 Blue Drive SE	D	50.4	12.8	130	9	£14145
1.4 Blue Drive Premium	D	50.4	12.8	130	9	£15095
1.6 CRDi Blue Drive SE	C	64.2	11.4	115	13	£15895
1.6 CRDi Blue Drive Premium	C	64.2	11.4	115	13	£16845
1.6 auto SE	F	43.6	11.5	150	12	£15545
1.6 auto Premium	F	43.6	11.5	150	12	£16495

### ix35 - 4410x1820mm, EURO-NCAP☆☆☆☆

100kW Fuel Cell EV	A	N/A	12.5	0	N/A	£53105
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### Tucson - 4475x1850mm, EURO-NCAP☆☆☆☆

1.6 GDI (132) ISG S
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	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
<b>Q50 - 4790x1800mm, EURO-NCAP☆☆☆☆</b>						
<b>DRIVER POWER POS: N/A</b>						
2.2d Q50 SE	C	64.2	8.5	114	39	£28950
2.2d Q50 Premium	C	64.2	8.5	114	40	£31350
2.2d Q50 Sport	C	64.2	8.5	114	40	£33720
3.5 V6 auto Q50 Hybrid Sport	F	45.6	5.1	164	42	£40700
3.5 V6 at Q50 Hybrid Sport AWD	G	41.5	5.4	159	42	£42350
Auto: add £1550 to 2.2d						

<b>Q70 - 4945x1845mm, EURO-NCAP N/A</b>						
<b>DRIVER POWER POS: N/A</b>						
3.5 V6 auto Q70 Premium Hybrid	F	45.6	5.3	145	43	£43250
2.2d auto Q70 Premium	D	57.6	8.9	129	35	£33400
2.2d auto Q70 Sport	D	57.6	8.9	129	35	£36600
3.7 V6 auto Q70 Sport Tech	L	27.7	6.2	235	42	£44050

<b>QX50 - 4635x1800mm, EURO-NCAP N/A</b>						
<b>DRIVER POWER POS: N/A</b>						
3.0d V6 auto QX50	K	33.2	7.9	224	46	£34490
3.0d V6 auto QX50 GT	K	33.2	7.9	224	46	£38445
3.7 V6 auto QX50 GT	M	25.0	6.4	265	46	£38980
Premium spec: add £3600 to GT models						

<b>QX70 - 4865x1925mm, EURO-NCAP N/A</b>						
<b>DRIVER POWER POS: N/A</b>						
3.0d V6 auto QX70 GT	K	32.8	8.3	225	47	£43100
3.0d V6 auto QX70S	K	32.8	8.3	225	47	£45350
3.7 V6 auto QX70 GT	M	23.0	6.8	282	50	£43250
3.7 V6 auto QX70S	M	23.0	6.8	282	47	£45350
5.0 V8 auto QX70S Premium	M	22.0	5.8	307	50	£54750
Premium spec: add £4450 to GT and S models						

<b>ISUZU</b>						
www.isuzu.co.uk / Brochure: 08446 626 640 / Dealers: 97						
Warranty: 3 years/125000 miles						

<b>D-Max - 5295x1860mm, EURO-NCAP N/A</b>						
<b>DRIVER POWER POS: N/A</b>						
2.5D Elger Double Cab	J	38.7	N/A	194	9	£23042
2.5D Yukon Double Cab	J	38.7	N/A	194	9	£24242
2.5D Blade Double Cab	J	38.7	N/A	194	9	£29938
2.5D Utah Double Cab	J	38.7	N/A	194	9	£26043
Auto: add £1200 to Yukon, Utah						

<b>JAGUAR</b>						
www.jaguar.co.uk / Brochure: 0800 085 1069 / Dealers: 97						
Warranty: 3 years/unlimited miles						

<b>XE - 4672x1850mm, EURO-NCAP☆☆☆☆</b>						
<b>DRIVER POWER POS: N/A</b>						
2.0d (163) SE	A	75.0	7.9	99	22	£28775
2.0d (163) R-Sport	A	75.0	7.9	99	24	£32325
2.0d (163) Portfolio	A	75.0	7.9	99	24	£32975
2.0d (180) SE	B	67.3	7.4	109	25	£30275
2.0d (180) R-Sport	B	67.3	7.4	109	27	£33025
2.0d (180) Portfolio	B	67.3	7.4	109	27	£33675
2.0d (200) auto SE	I	37.7	7.1	179	24	£26995
2.0d (200) auto R-Sport	I	37.7	7.1	179	27	£29745
2.0d (240) auto R-Sport	I	37.7	6.5	179	29	£30945
2.0d (240) auto Portfolio	I	37.7	6.5	179	29	£33745
3.0d S/C (340) auto S	F	34.9	4.9	194	35	£44995
Auto: add £1750 to 2.0d, 4WD: add £1800 to 2.0d (180) auto, Prestige: add £1000 to SE						

<b>XF - 4954x1987mm, EURO-NCAP☆☆☆☆</b>						
<b>DRIVER POWER POS: N/A</b>						
2.0d (163) Prestige	B	71.7	8.2	104	25	£32300
2.0d (163) R-Sport	B	71.7	8.2	104	25	£34200
2.0d (163) Portfolio	B	71.7	8.2	104	25	£34600
2.0d (180) Prestige	C	65.7	7.5	114	27	£32800
2.0d (180) R-Sport	C	65.7	7.5	114	27	£35100
2.0d (180) Portfolio	C	65.7	7.5	114	27	£37300
3.0d (300) V6 auto S	F	51.4	5.8	144	42	£49950
3.0 V6 S/C (380) auto S	F	34.0	5.1	198	38	£49950
Auto: add £1750, 4WD: add £1800 to 2.0d (180) auto						

<b>XJ - 5122x2474x1894mm, EURO-NCAP N/A</b>						
<b>DRIVER POWER POS: 7th</b>						
3.0d V6 auto Luxury	F	49.6	5.9	149	48	£58690
3.0d V6 auto Premium Luxury	F	49.6	5.9	149	48	£62690
3.0d V6 auto Portfolio	F	49.6	5.9	149	49	£69075
3.0d V6 auto R-Sport	F	49.6	5.9	149	49	£70795
3.0 V6 S/C auto Portfolio	K	31.0	5.7	224	49	£73535
3.0 V6 S/C auto R-Sport	K	31.0	5.7	224	49	£75435
5.0 V8 S/C auto LWB Autobiog	M	25.5	4.7	264	50	£99350
5.0 V8 S/C auto XJR	M	25.5	4.4	264	50	£97155
Long wheelbase: add £3000 (not XJR), LWB Autobiography: add £7525 to 3.0d Portfolio LWB						

<b>F-Pace - 4731x1936mm, EURO-NCAP N/A</b>						
<b>DRIVER POWER POS: N/A</b>						
2.0d (180) Prestige	D	57.7	8.5	129	N/A	£34170
2.0d (180) AWD Prestige	E	54.3	8.2	134	N/A	£36110
2.0d (180) auto AWD Prestige	E	53.3	8.2	139	N/A	£37860
3.0d V6 (300) auto AWD S	G	47.1	5.8	159	N/A	£51450
3.0d V6 S/C (380) auto AWD S	K	31.7	5.1	209	N/A	£51450
3.0d V6 (300) auto AWD First Ed	G	47.1	5.8	159	N/A	£55275
R-Sport: add £2500 to Prestige, Portfolio: add £2500 to R-Sport						

<b>F-Type - 4470x1923mm, EURO-NCAP N/A</b>						
<b>DRIVER POWER POS: 34th</b>						

3.0 V6 S/C (340) Coupe	L	28.8	5.5	234	50	£51760
3.0 V6 S/C (380) S Coupe	L	28.8	5.3	234	50	£60760
5.0 V8 S/C (550) auto R Coupe	L	26.4	4.0	255	50	£88810
Auto: add £1800 to V6, 4WD: add £4850 to V6 S and V8 R, Convertible: add £5485 to all models						

<b>JEEP</b>						
www.jeep.co.uk / Brochure: 08000 04265337 / Dealers: 73						
Warranty: 3 years/60000 miles						

<b>Renegade - 4236x1805mm, EURO-NCAP N/A</b>						
<b>DRIVER POWER POS: N/A</b>						

1.6 eTorq (110) Sport	F	47.1	11.8	141	8	£17295
1.6 eTorq (110) Longitude	F	47.1	11.8	141	9	£19195

1.6 Multijet (120) Sport	C	61.4	10.2	120	13	£18995
1.4T MultiAir (140) Longitude	E	47.1	10.9	140	10	£20395
1.6 Multijet (120) Longitude	C	61.4	10.2	120	13	£20895
2.0 Multijet (140) 4WD Longitude	E	55.4	9.5	134	15	£23395
2.0 MJet (170) auto 4WD Low Ltd	G	48.7	8.9	151	15	£27795
2.0 MJet (170) auto 4WD Trailhawk	G	48.7	8.9	151	15	£28995
Auto: add £1400 to 1.4 MultiAir; Limited: add £2600 to Longitude						

<b>Wrangler - 4223x1751x1873-1877mm, EURO-NCAP N/A</b>						
<b>DRIVER POWER POS: N/A</b>						
2.8 CRD auto Sahara 2dr	K	34.9	10.6	213	24	£30225
2.8 CRD auto Overland 2dr	K	34.9	10.6	213	25	£31895
2.8 CRD auto Sahara 4dr	K	34.0	10.7	217	24	£31895
2.8 CRD auto Overland 4dr	K	34.0	10.7	217	25	£34045
Wrangler Special Order programme: prices from £29025-£33445						

<b>Cherokee - 4623x1855mm, EURO-NCAP N/A</b>						
<b>DRIVER POWER POS: N/A</b>						
2.0 Multijet (140) Longitude	E	53.3	10.9	139	26	£26095
2.0 Multijet (140) Longitude 4x4	F	50.4	12.0	147	26	£28095
2.0 MJet (185) auto L'lude 4x4	G	48.7	10.3	154	27	£30845
3.2 V6 auto Trailhawk 4x4	K	29.4	8.4	223	35	£38545
Longitude Plus: add £2200; Limited: add £5700						

<b>Grand Cherokee - 4822x1943mm, EURO-NCAP N/A</b>						
<b>DRIVER POWER POS: 35th</b>						
3.0 CRD V6 auto Laredo	J	37.7	10.2	198	36	£38895
3.0 CRD V6 auto Limited	J	37.7	8.2	198	40	£41495
3.0 CRD V6 auto Limited+	J	37.7	8.2	198	40	£44495
3.0 CRD V6 auto Summit	J	37.7	8.2	198	41	£48195
3.0 CRD V6 auto Summit	J	37.7	8.2	198	43	£51995
6.4 V8 HEMI auto SRT8	M	20.2	5.0	327	50	£65995

<b>KIA</b>						
www.kia.co.uk / Brochure: 0800 775 777 / Dealers: 170						
Warranty: 7 years/100000 miles						

<b>Picanto - 3595x1595mm, EURO-NCAP☆☆☆☆</b>						
<b>DRIVER POWER POS: 125th</b>						
1.0 1.3dr	B	62.8	14.1	105	2	£8345
1.25 Chilli 3dr	B	61.4	11.5	106	6	£11495
1.0 1.2dr	B	62.8	14.1	105	2	£10145
1.25 1.5dr	B	61.4	11.5	106	5	£10745
1.25 1.3dr	B	61.4	11.5	106	6	£11745
1.25 1.4dr	B	61.4	11.5	106	6	£12295
Auto: add £600 to Picanto 2, 3 and Chilli; Sdr: add £200 to Picanto 1, SR7: add £1500 to Picanto 1						

<b>Rio - 4045x1720mm, EURO-NCAP☆☆☆☆</b>						
<b>DRIVER POWER POS: 59th</b>						
1.25 1.3dr	B	56.5	12.9	115	2	£10345
1.25 1.2dr	B	56.5	12.9	115	2	£12245
1.4 1.5dr	B	56.5	11.0	114	7	£13045
1.4 1.3dr	B	56.5	11.0	114	7	£14445
1.4 CRDi 1.5dr	A	74.3	13.4	98	6	£15545
1.1 CRDi 1.5dr	A	85.6	16.1	85	2	£12245
1.1 CRDi 1.2dr	A	78.5	15.9	94	2	£11445
1.4 CRDi 1.5dr	A	74.3	13.4	98	6	£14745
1.4 1.5dr	B	56.5	11.0	114	7	£16345
1.4 CRDi 1.4dr	A	74.3	13.4	98	7	£17445

Auto: add £905 to 1.4 2 & 3.5dr; 5dr: add £600 to 3dr; SR-7: add



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	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
<b>Quattroporte</b> - 5262x1948mm, <b>EURO-NCAP</b> N/A <b>DRIVER POWER POS:</b> N/A						
3.0 V6 auto Diesel	G	45.6	6.4	163	50	£69235
3.0 V6T auto S	L	27.2	5.1	242	50	£81565
3.8 V8 auto GTS	M	23.9	4.7	274	50	£109635

<b>GranTurismo</b> - 4881-4933x1847-1915mm, <b>EURO-NCAP</b> N/A <b>DRIVER POWER POS:</b> N/A						
4.2 V8 auto	M	19.8	5.2	330	50	£82890
4.7 V8 auto MC Stradale	M	18.2	4.5	360	50	£110745
4.7 V8 Sport	M	18.2	4.7	360	50	£91420

<b>GranCabrio</b> - 4881-4933x1847-1915mm, <b>EURO-NCAP</b> N/A <b>DRIVER POWER POS:</b> N/A						
4.7 V8 auto	M	19.5	5.3	337	50	£98950
4.7 V8 auto MC	M	19.5	4.9	337	50	£112380
4.7 V8 auto Sport	M	19.5	5.0	337	50	£104545

### MAZDA

www.mazda.co.uk / Brochure: 0845 330 2800 / Dealers: 170  
Warranty: 3 years/60000 miles

<b>2</b> - 4060x1695mm, <b>EURO-NCAP</b> ★★★★★ <b>DRIVER POWER POS:</b> N/A						
1.5 (75) SE	B	60.1	12.1	110	13	£11995
1.5 (75) SE-L	B	60.1	12.1	110	13	£12995
1.5 (90) SE-L	B	62.8	9.4	105	15	£13995
1.5 (90) Sport	B	62.8	9.4	105	16	£14995
1.5 (115) Sport Nav	C	56.5	8.7	117	19	£15995
1.5 (105) SE-L	A	83.1	10.1	89	15	£15995
1.5 (105) Sport	A	83.1	10.1	89	15	£16995

Auto: add £1200 to 1.5 (90)

<b>3</b> - 4465-4585x1795mm, <b>EURO-NCAP</b> ★★★★★ <b>DRIVER POWER POS:</b> 39th						
1.5 (100) SE Sdr	C	55.4	10.8	119	13	£17095
2.0 (120) SE Sdr	C	55.4	8.9	119	17	£17395
2.0 (120) Sport Nav Sdr	C	55.4	8.9	119	18	£20445
2.0 (165) Sport Nav Sdr	E	48.7	8.2	135	22	£22170
1.5 (105) SE Sdr	A	74.3	11.0	99	16	£18895
1.5 (105) Sport Nav Sdr	A	74.3	11.0	99	17	£21945
2.2 (150) SE Sdr	B	68.9	8.1	107	23	£19745
2.2 (150) Sport Nav Sdr	B	68.9	8.1	107	24	£22795

Auto: add £1200 (not 1.5), Fastback: same price as Sdr (not 1.5, diesel auto), SE-L: add £1500 to SE (not 1.5)

<b>6</b> - 4870x1840mm, <b>EURO-NCAP</b> ★★★★★ <b>DRIVER POWER POS:</b> 49th						
2.0 (145) SE	D	51.4	9.5	129	18	£19795
2.0 (165) Sport Nav	E	47.9	9.1	135	19	£24595
2.2 (150) SE	B	68.9	9.0	108	21	£22295
2.2 (150) Sport Nav	B	68.9	9.0	108	21	£26395
2.2 (175) Sport Nav	C	62.8	7.8	119	23	£26795

Auto: add £1300 to 2.0 (145) (not SE), £1200 to 2.2 (not SE), Tourer: add £800-£1000 (not 2.0 (145)), SE-L: add £800 to SE

<b>CX-3</b> - 4275x1785mm, <b>EURO-NCAP</b> ★★★★★ <b>DRIVER POWER POS:</b> N/A						
2.0 (120) 2WD SE	E	47.9	9.0	137	17	£17595
2.0 (120) 2WD SE-L	E	47.9	9.0	137	16	£18995
2.0 (120) 2WD Sport Nav	E	47.9	9.0	137	17	£20495
2.0 (150) 4WD Sport Nav	F	44.1	8.7	150	19	£22495
1.5 (105) SE	B	70.6	10.1	105	15	£18995
1.5 (105) SE-L	B	70.6	10.1	105	13	£20395
1.5 (105) Sport Nav	B	70.6	10.1	105	15	£21895

Auto: add £1200 to (120) petrol, £1300 to AWD Sport Nav Diesel, AWD: add £1500 to Sport Nav Diesel

<b>CX-5</b> - 4540x1840mm, <b>EURO-NCAP</b> ★★★★★ <b>DRIVER POWER POS:</b> 64th						
2.0 (165) SE-L Nav	E	47.1	9.2	139	17	£23195
2.0 (165) Sport Nav	E	47.1	9.2	139	18	£25695
2.2 (150) SE-L Nav	C	61.4	9.2	119	20	£24995
2.2 (150) SE-L Lux Nav	C	61.4	9.2	119	20	£26595
2.2 (150) Sport Nav	C	61.4	9.2	119	21	£27495
2.2 (175) Sport Nav 4WD	E	54.3	8.8	136	23	£29795

Auto: add £1300 to SE-L, £1200 to 2.2 (175) Sport, 4WD: add £1700 to Skyactiv-D (150) SE-L

<b>MX-5</b> - 3890x1730mm, <b>EURO-NCAP</b> ★★★★★ <b>DRIVER POWER POS:</b> N/A						
1.5i SE	E	53.3	8.3	139	22	£18495
1.5i SE-L	E	53.3	8.3	139	22	£19245
1.5i Sport	E	53.3	8.3	139	22	£21845
2.0i SE-L	G	40.9	7.3	161	27	£20095
2.0i Sport	G	40.9	7.3	161	27	£22695

Sport: add £2600 to SE-L

### MERCEDES

www.mercedes-benz.co.uk / Brochure: 0808 156 5635 / Dealers: 136  
Warranty: 3 years/unlimited miles

<b>A-Class</b> - 4292x1780mm, <b>EURO-NCAP</b> ★★★★★ <b>DRIVER POWER POS:</b> 119th						
1.6 A 180 SE	D	51.4	8.9	127	21	£21065
1.5 A 180 d SE	A	80.7	11.3	89	17	£22140
1.5 A 200 d SE	B	74.3	9.3	106	21	£23215
1.6 A 180 Sport	E	50.4	8.9	131	21	£22190
1.5 A 180 d Sport	B	72.4	11.3	102	17	£23135
1.6 A 200 Sport	E	49.6	8.1	132	25	£23715
2.1 A 200 d Sport	C	65.7	9.3	111	21	£24210
1.6 A 180 AMG Line	E	49.6	8.9	134	21	£23485
1.5 A 180 d AMG Line	B	68.9	11.3	107	17	£24430
1.6 A 200 AMG Line	E	49.6	8.1	134	25	£25010
2.1 A 200 d AMG Line	C	62.8	9.3	116	21	£25505
2.0 T A 250 AMG	G	41.5	6.3	158	31	£29030
2.1 DCT A 220 d Motorsport Ed	B	67.3	7.5	109	27	£31635
2.0 T DCT 4MATIC A 45 AMG	G	40.9	4.2	162	44	£39995

Auto: add £1450 to SE, add £1320 to Sport and AMG Line, add £1415 to A 250 AMG, Executive: add £995 to SE, Sport and AMG Line, 4MATIC: add £1500 to A 220 d DCT, add £1535 to A 250 AMG DCT

<b>B-Class</b> - 4393x1786mm, <b>EURO-NCAP</b> ★★★★★ <b>DRIVER POWER POS:</b> 118th						
1.6 B 180 SE	D	50.4	9.0	129	19	£21825
1.6 B 180 Sport	E	49.6	9.0	132	15	£22850
1.6 B 180 AMG Line	E	49.6	9.0	132	19	£24245
1.6 B 200 SE	D	50.4	8.2	130	19	£23350
1.6 B 200 Sport	E	49.6	8.2	132	23	£24475

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
<b>1.6 B 200 AMG Line</b>						
1.5 B 180 d SE	B	70.6	11.6	104	15	£22900
1.5 B 180 d Sport	B	68.9	11.6	107	16	£23895
1.5 B 180 d AMG Line	B	68.9	11.6	107	16	£25190
2.1 B 200 d SE	B	67.3	9.4	109	19	£23975
2.1 B 200 d Sport	C	65.7	9.4	112	19	£24970
2.1 B 200 d AMG Line	C	65.7	9.4	112	19	£26265
2.1 DCT B 220 d Sport	B	67.3	8.3	108	20	£27850
2.1 DCT B 220 d AMG Line	B	67.3	8.3	108	20	£29145
132kW ED Sport	A	N/A	7.9	0	20	£27275
132kW ED Electric Art	A	N/A	7.9	0	20	£27570

Auto: add £1450, 4MATIC: add £1500 to B 220 d DCT

<b>CLA-Class</b> - 4630x1777mm, <b>EURO-NCAP</b> ★★★★★ <b>DRIVER POWER POS:</b> N/A						
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2.1 CLA 200 d Sport	C	64.2	9.4	117	25	£27200
2.1 DCT CLA 220 d Sport	C	62.8	8.2	117	28	£30080
1.6 CLA 180 Sport	D	50.4	9.3	130	24	£25050
2.0 T CLA 250 AMG	G	42.8	6.6	154	35	£32130
2.0 T DCT CLA 45 AMG	G	39.8	4.6	161	45	£42660

Auto: add £1450, AMG Sport: add £2200 to Sport, Shooting Brake: add £850-£980, 4MATIC: add £1500 to CLA 220 d DCT, £1535 to CLA 250 AMG DCT

<b>C-Class</b> - 4686x1810mm, <b>EURO-NCAP</b> ★★★★★ <b>DRIVER POWER POS:</b> 42nd						
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2.0 C 200 AMG Line	E	53.3	7.5	132	31	£31285
2.0 C 200 d AMG Line	B	68.9	9.7	106	26	£32870
2.0 C 200 d SE	B	72.4	9.7	101	25	£29380
2.0 C 200 SE	D	53.3	7.5	123	29	£27665
2.1 C 220 d AMG Line	B	70.6	7.7	108	31	£33665
2.1 C 220 d SE	B	70.6	7.7	103	29	£30175
2.1 auto C 250 d AMG Line	C	65.7	6.6	117	37	£36320
2.1 auto C 250 d SE	B	65.7	6.6	109	35	£32830
2.1 auto C 300 h AMG Line	A	78.5	6.4	100	37	£38930
2.1 auto C 300 h SE	A	78.5	6.4	94	36	£35440
2.0 auto C 350 e Sport	A	134.5	5.9	48	38	£33270
4.0 V8T auto AMG C 63	J	34.5	4.1	192	47	£60060
4.0 V8T auto AMG C 63 S	J	34.5	4.0	192	48	£66810

Auto: add £1500, Sport: add £1995 to SE, Estate: add £1200

<b>E-Class (NEW)</b> - 4923x1852mm, <b>EURO-NCAP</b> N/A <b>DRIVER POWER POS:</b> N/A						
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2.0 auto E 220 d SE	B	72.4	7.3	102	N/A	£35935
2.0 auto E 220 AMG Line	C	72.4	7.3	112	N/A	£38430
3.0 auto E 350 d SE	E	54.3	5.9	136	N/A	£44930
3.0 auto E 350 d AMG Line	F	54.3	5.9	144	N/A	£47425

<b>CLS-Class</b> - 4940x1881mm, <b>EURO-NCAP</b> N/A <b>DRIVER POWER POS:</b> N/A						
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2.1 auto CLS 220 d AMG Line	D	56.5	8.5	129	43	£46500
3.0 auto CLS 350 d AMG Line	F	52.3	6.5	142	48	£50695
3.5 auto CLS 400 AMG Line	H	38.7	5.3	170	47	£55855
5.5 V8T MCT AMG CLS 63 S	L	28.5	4.1	231	50	£86510

Shooting Brake: add £1580 to CLS 220 d, £1450 to CLS 350 d, £500 to AMG CLS 63 S

<b>S-Class</b> - 5116-5453x1899mm, <b>EURO-NCAP</b> N/A <b>DRIVER POWER POS:</b> N/A						
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2.1 auto S 300 h AMG Line L	C	61.4	7.6	120	50	£73375
3.0 auto S 350 d SE Line L	F	51.4	6.8	146	49	£67995
3.0 auto S 350 d AMG Line	G	51.4	6.8	151	50	£68990
3.5 auto S 400 h SE Line L	F	44.8	6.8	147	49	£70320
3.0 aut S 500 e AMG Line L	A	100.9	5.2	65	49	£89290
4.6 V8 auto S 500 AMG Line L	K	31.7	4.8	207	50	£89790
6.0 V12 auto S 600 AMG Line L	M	25.5	4.6	259	50	£142735
6.0 V12 auto S 600 Maybach L	M	24.1	5.0	274	50	£165710
5.5 V8T auto AMG S 63	L	28.0	4.4	237	50	£121690
6.0 V12T auto AMG S 65	M	23.7	4.3	279	50	£182750

Long wheelbase: add £3000 to S 350 d AMG Line, AMG Line L: add £3995 to S 400 h SE Line L

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Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
<b>GLS-Class - 5141x1982mm, EURO-NCAP N/A</b>					
<b>DRIVER POWER POS: N/A</b>					
3.0 aut GLS 350 d 4MT AMG Line	J	37.2	7.8	199	50 £89100
3.0 aut GLS 350 d 4MT designo L	J	37.2	7.8	199	50 £78095
5.5 V8T auto 4MAT GLS 63 AMG S	M	23.0	4.6	288	50 £102330

<b>G-Class - 4753x1855mm, EURO-NCAP N/A</b>					
<b>DRIVER POWER POS: N/A</b>					
3.0 auto G 350 d 4MATIC	M	25.2	9.1	295	50 £87795
5.5 V8T auto AMG G 63 4MATIC	M	20.5	5.4	322	50 £131675
5.5 V8T auto AMG G 63 Colour Ed	M	20.5	5.4	322	50 £147635
5.5 V8T auto AMG G 63 Edition 463	M	20.5	5.4	322	50 £149970

<b>C-Class Coupe - 4686x1785mm, EURO-NCAP N/A</b>					
<b>DRIVER POWER POS: N/A</b>					
2.0 C 200 Sport	D	53.3	7.7	123	32 £30955
2.0 auto C 300 Sport	F	44.8	6.0	146	36 £35460
2.1 C 220 d Sport	B	68.9	7.8	106	31 £34665
2.1 C 250 d Sport	B	67.3	6.7	109	37 £36120
4.0 V8T auto AMG C 63	J	32.8	4.0	200	47 £61160
4.0 V8T AMG C 63 S	J	32.8	4.0	200	48 £67910
Auto: add £1500, AMG Line: add £1495-£1625					

<b>E-Class Coupe - 4686x1785mm, EURO-NCAP N/A</b>					
<b>DRIVER POWER POS: £1st</b>					
2.1 auto E 200 AMG Line	E	47.1	7.8	140	41 £38635
2.1 auto E 220 d AMG Line	D	57.7	8.3	129	40 £39310
2.0 auto E 350 d AMG Line	E	54.3	6.2	136	47 £42640
2.0 auto E 400 AMG Line	G	40.9	5.2	161	46 £46425
E-Class Cabriolet: add £3370-£3500					

<b>S-Class Coupe - 4686x1785mm, EURO-NCAP N/A</b>					
<b>DRIVER POWER POS: N/A</b>					
4.6 auto S 500 AMG Line	K	49.6	4.6	219	50 £96195
5.5 V8T auto AMG S 63	L	47.1	4.2	237	50 £125605
6.0 V12T auto AMG S 65	M	37.2	4.1	279	50 £180375

<b>SLC-Class - 4134x1810mm, EURO-NCAP N/A</b>					
<b>DRIVER POWER POS: N/A</b>					
2.0 SLC 200 Sport	F	43.5	7.0	150	N/A £30495
2.1 auto SLC 250 d Sport	C	70.6	6.6	114	N/A £32995
2.0 SLC 200 AMG Line	F	43.5	7.0	150	N/A £34495
2.1 auto SLC 250 d AMG Line	C	70.6	6.6	114	N/A £36995
2.0T auto SLC 300 AMG Line	E	47.1	5.8	138	N/A £39385
3.0 V8T auto AMG SLC 43	I	36.2	4.7	178	N/A £46355
Auto: add £1485 to SLC 200					

<b>SL-Class - 4617x1877mm, EURO-NCAP N/A</b>					
<b>DRIVER POWER POS: N/A</b>					
3.0 V8T auto SL 400 AMG Sport	I	36.7	5.2	179	50 £73575
4.7 auto SL 500 AMG Sport	C	31.0	4.6	212	50 £83130
5.5 V8T auto AMG SL 63	L	28.0	4.2	234	50 £114185
6.0 V12T auto AMG SL 65	M	24.4	4.0	279	50 £173360
Mille Miglia 417 Ed: add £11760 to SL 400, add £12205 to SL 500					

<b>AMG GT - 4546x1939mm, EURO-NCAP N/A</b>					
<b>DRIVER POWER POS: N/A</b>					
4.0 V8T (462) DCT AMG GT	K	30.4	4.0	216	50 £97200
4.0 V8T (510) DCT AMG GT S	K	30.1	3.8	219	50 £110500

<b>MG</b>					
www.mgmotor.co.uk / Brochure: 0845 303 6464 / Dealers: 46					
Warranty: 3 years/60000 miles					
<b>MG3 - 4018x1729mm, EURO-NCAP☆☆☆</b>					
<b>DRIVER POWER POS: 10th</b>					
1.5 (106) 3 Time	D	51.5	10.4	124	4 £8399
1.5 (106) 3 Form	D	51.5	10.4	124	4 £9599
1.5 (106) 3 Form Sport	D	51.5	10.4	124	4 £9899
1.5 (106) 3 Style	D	51.5	10.4	124	4 £10499
1.5 (106) 3 Style Lux	D	51.5	10.4	124	4 £10999

<b>MG6 - 4651x1827mm, EURO-NCAP N/A</b>					
<b>DRIVER POWER POS: 22th</b>					
1.9 DTI-TECH 5 Sdr	C	61.4	8.4	119	17 £13995
1.9 DTI-TECH 15 Sdr	C	61.4	8.4	119	17 £16195
1.9 DTI-TECH 15L Sdr	C	61.4	8.4	119	17 £17995

<b>MINI</b>					
www.mini.co.uk / Brochure: 0800 083 6454 / Dealers: 148					
Warranty: 3 years/unlimited miles					
<b>MINI - 3821x3850x1727mm, EURO-NCAP☆☆☆☆</b>					
<b>DRIVER POWER POS: 9th</b>					

1.2T One	B	61.4	9.9	108	20 £13935
1.5 One D	A	83.1	11.0	89	20 £15075
1.5T Cooper	B	52.0	7.9	105	20 £16085
1.5 Cooper D	A	74.0	9.2	92	17 £16635
2.0T Cooper S	E	49.0	5.8	133	28 £18840
2.0 Cooper SD	B	68.9	7.4	106	23 £19635
2.0T John Cooper Works	G	42.2	6.3	155	29 £23050
2.0T Challenge 210 Edition	E	48.7	N/A	136	N/A £29990
Auto: add £1270 to One, Cooper, Cooper D, £1495 to Cooper S, £1330 to JCW, £1325 to Challenge, Sdr: add £600 (not JCW, Challenge)					

<b>Clubman - 4253x1800mm, EURO-NCAP☆☆☆☆</b>					
<b>DRIVER POWER POS: N/A</b>					
1.5T Cooper	C	55.4	9.1	118	17 £19995
2.0T Cooper S	F	45.6	7.2	144	22 £22755
2.0 Cooper D	B	68.9	8.6	109	18 £22865
2.0 Cooper SD	C	62.8	7.4	119	N/A £24810
Auto: add £1495 to Cooper, £1595 to Cooper D, £1700 to Cooper S, £1180 to Cooper SD, ALL4: add £1550 to Cooper S, £1440 to Cooper SD					
<b>Convertible - 3821x1727mm, EURO-NCAP N/A</b>					
<b>DRIVER POWER POS: N/A</b>					

1.5T Cooper	C	55.4	8.8	114	N/A £19475
2.0 Cooper D	A	70.6	10.3	100	N/A £20225
2.0T Cooper S	E	47.1	7.3	139	N/A £22430
2.0T John Cooper Works	G	43.5	6.5	152	N/A £26630
Auto: add £1270 to Cooper, Cooper D, £1625 to Cooper S, £1575 to John Cooper Works					

<b>Paceman - 4110x1785mm, EURO-NCAP N/A</b>					
<b>DRIVER POWER POS: N/A</b>					
1.6 Cooper	E	47.1	10.4	140	16 £19115
1.6 Cooper D	C	64.2	10.8	115	15 £19345
1.6T Cooper S	F	46.3	7.5	143	30 £22485
2.0 Cooper SD	D	61.4	9.2	122	20 £23205
1.6T ALL4 John Cooper Works	H	38.2	6.9	122	33 £29575
Auto: add £1195 to Cooper ALL4, £1260 to Cooper D, ALL4: add £1190 to Cooper D, £1255 to Cooper S or £1220 to Cooper SD					

<b>Countryman - 4097x1785mm, EURO-NCAP☆☆☆☆</b>					
<b>DRIVER POWER POS: 113th</b>					
1.6 Cooper	E	47.0	10.5	140	16 £18625
1.6 Cooper D	C	64.0	10.9	115	16 £18955
1.6T Cooper S	F	46.0	7.6	143	30 £22005
1.6 One	E	47.0	11.9	139	12 £171705
1.6 One D	C	64.0	12.9	115	13 £18105
2.0 Cooper SD	D	61.0	9.3	120	22 £22725
1.6T ALL4 John Cooper Works	H	38.2	7.0	172	33 £28985
Auto: add £1195 to Cooper ALL4, £1260 to Cooper D, £1255 to Cooper S or £1220 to Cooper SD					

<b>mitsubishi</b>					
www.mitsubishi.co.uk / Brochure: 01285 647774 / Dealers: 113					
Warranty: 5 years/unlimited miles					

<b>Mirage - 3710x1665mm, EURO-NCAP☆☆☆☆</b>					
<b>DRIVER POWER POS: N/A</b>					
1.2 Mivec Attivo	A	65.7	11.7	100	18 £11054
1.2 Mivec auto Attivo	A	65.7	12.8	99	18 £12054

<b>ASX - 4295x1770mm, EURO-NCAP☆☆☆☆</b>					
<b>DRIVER POWER POS: 95th</b>					

1.6 Mivec ZC	E	48.7	11.5	135	15 £15434
1.6 Mivec ZC-M	E	47.9	11.5	136	15 £15684
1.6 Di-D ZC-M	C	61.4	11.2	119	18 £19554
1.6 Di-D 4WD ZC-H	E	56.5	11.2	132	18 £23684
2.2 Di-D auto 4WD ZC-H	G	48.7	10.8	152	23 £25134

<b>Outlander - 4655x1800mm, EURO-NCAP☆☆☆☆</b>					
<b>DRIVER POWER POS: 66th</b>					
2.2 Di-D GXi	E	53.3	10.2	138	22 £24984
2.2 Di-D GXi	E	52.3	10.2	140	23 £27784
2.2 Di-D GXi	E	52.3	10.2	140	24 £31684
2.0 Hybrid auto GXi PHEV	A	148.011.0	44	26	£29304
2.0 Hybrid auto GXi PHEV	A	148.011.0	44	27	£33954
2.0 Hybrid auto GXi PHEV	A	148.011.0	44	28	£36054
Auto: add £1700 to GXi, add £1450 to GXi, GXi PHEV: add £1000 to GXi, GXi PHEV: add £5000 to GXi PHEV					

<b>L200 - 5205x1785mm, EURO-NCAP☆☆☆☆</b>					
<b>DRIVER POWER POS: N/A</b>					
2.5 Di-D 4x4 Double Cab	H	44.1	12.2	169	12 £32698
2.5 Di-D Titan Double Cab	H	42.8	10.4	173	13 £24898
2.5 Di-D Warrior Double Cab	H	42.8	10.4	173	13 £27658
2.5 Di-D Barbarian Double Cab	H	42.8	10.4	173	13 £28558
Auto: add £1400 to Warrior/Barbarian, Black: add £700 to Barbarian					

<b>Shogun - 4385x1900x1875mm, EURO-NCAP N/A</b>					
<b>DRIVER POWER POS: 81st</b>					
3.2 Di-D 4x4 SWB Sdr	K	36.2	9.7	207	32 £29559
3.2 Di-D 4x4 SWB Warrior	K	36.2	9.7	207	30 £32479
3.2 Di-D 4x4 SWB Sdr	K	34.9	10.5	213	32 £31959
3.2 Di-D 4x4 SWB Sdr	K	33.2	11.1	224	34 £35224
Auto: add £1685 to Sdr/Warrior/Barbarian, Barbarian: add £2630 to Warrior, Sdr: add £3000 to Sdr					

<b>MORGAN</b>					
www.morgan-motor.co.uk / Brochure: 01684 573104 / Dealers: 18					
Warranty: 2 years/unlimited miles					

<b>3 Wheeler - 3225x1720mm, EURO-NCAP N/A</b>					
<b>DRIVER POWER POS: N/A</b>					
2.0 3 Wheeler	N/A	4.5	N/A	N/A	£23950

<b>Aero - 4147x1751mm, EURO-NCAP N/A</b>					
<b>DRIVER POWER POS: N/A</b>					
4.6 V8 auto Aero Coupe	<b>M</b>	23.0	4.5	282	N/A £9995
4.6 V8 auto Aero Supersports	<b>M</b>	23.0	4.5	282	N/A £12690
Manual: no cost option					



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MPG  
0-60mph  
CO<sub>2</sub>  
Insurance group  
List price

<b>RCZ</b> - 4290x1845mm, <b>EURO-NCAP</b> N/A <b>DRIVER POWER POS:</b> 74th						
1.6 THP (156) Sport	F	44.1	8.3	149	27	£22350
1.6 THP (200) GT	G	42.1	7.6	155	33	£27150
2.0 HDi (163) Sport	E	53.2	8.7	139	29	£24200
1.6 THP (270) R	F	44.8	5.9	145	42	£32250
Auto: add £1140 to 1.6 THP (156), GT: add £2400 to Sport, GT Line: add £350 to 1.6 THP (200) GT						

### PORSCHE

www.porsche.co.uk / Brochure: 0845 791 1911 / Dealers: 36  
Warranty: 3 years/unlimited miles

<b>Panamera</b> - 4970x1931mm, <b>EURO-NCAP</b> N/A <b>DRIVER POWER POS:</b> N/A						
3.6 V6 PDK Panamera	J	33.6	6.3	196	46	£64458
3.6 V6 PDK Panamera 4	K	32.4	6.1	203	47	£68169
3.0 V6 Tipt Panamera S E-Hybrid	A	91.1	5.5	71	50	£84456
4.8 V8 PDK Panamera S	K	32.5	5.1	204	49	£83134
4.8 V8 PDK Panamera 4S	K	31.7	4.8	208	50	£86775
4.8 V8 PDK Panamera GTS	L	26.4	4.4	249	50	£94316
4.8 V8TT PDK Panamera Turbo	L	27.7	4.1	239	50	£108931
4.8 V8TT PDK Panamera Turbo S	L	27.7	4.1	239	50	£132077

### Macan

<b>Macan</b> - 4681x1923mm, <b>EURO-NCAP</b> ★★★★★ <b>DRIVER POWER POS:</b> N/A						
2.0T PDK Macan	H	39.2	6.9	168	35	£43553
3.0 V6 PDK Macan S	K	32.5	5.4	204	40	£46640
3.0 V6 PDK Macan S Diesel	G	46.3	6.3	159	39	£46177
3.0 V6 PDK Macan GTS	K	31.4	5.2	212	N/A	£55883
3.6 V6T PDK Macan Turbo	K	31.7	4.8	208	44	£63235

### Cayenne

<b>Cayenne</b> - 4855x1939-1954mm, <b>EURO-NCAP</b> N/A <b>DRIVER POWER POS:</b> N/A						
3.6 V6 Tiptronic Cayenne	K	30.7	7.7	215	44	£50271
3.0 V6 Tiptronic Cayenne Diesel	H	42.8	7.3	173	45	£50791
3.0 V6 Tipt Cayenne S E-Hybrid	A	83.1	5.9	79	49	£62154
4.2 V8 Tiptronic Cayenne S Diesel	K	35.3	5.4	209	50	£62794
4.8 V8 Tiptronic Cayenne S	K	29.7	5.5	223	48	£61540
3.6 V6 Tiptronic Cayenne GTS	L	28.8	5.2	228	50	£73448
4.8 V8TT Tiptronic Cayenne Turbo	M	25.2	4.5	261	50	£94729
4.8 V8TT Tiptronic Cayenne Turbo S	M	24.6	4.1	267	50	£119610

### 718 Boxster

<b>718 Boxster</b> - 4379x1801mm, <b>EURO-NCAP</b> N/A <b>DRIVER POWER POS:</b> N/A						
2.0T 718 Boxster	H	38.8	5.1	168	N/A	£41739
2.5T 718 Boxster S	I	34.9	4.6	184	N/A	£50695
PDK: add £1922						

### Cayman

<b>Cayman</b> - 4380-4438x1801mm, <b>EURO-NCAP</b> N/A <b>DRIVER POWER POS:</b> N/A						
2.7 Cayman	J	34.4	5.7	192	37	£40239
3.4 Cayman S	K	32.1	5.0	206	41	£49478
3.4 Cayman GTS	K	31.4	4.9	211	43	£56092
3.4 Cayman GT4	L	27.4	4.4	238	48	£65376
PDK: add £1782 (add £2351 to GTS, not GT4)						

### 911

<b>911</b> - 4491-4545x1808-1880mm, <b>EURO-NCAP</b> N/A <b>DRIVER POWER POS:</b> N/A						
3.0TT Carrera	J	34.0	4.6	190	47	£76957
3.0TT Carrera S	J	32.5	4.3	199	48	£86402
3.6 Carrera GTS	K	29.7	4.4	223	47	£91793
3.0TT Carrera Cabriolet	J	33.2	4.8	195	50	£85798
3.0TT Carrera S Cabriolet	K	32.1	4.7	202	50	£93393
3.6 Carrera GTS Cabriolet	L	29.1	4.6	228	50	£100527
3.0TT Carrera 4	K	36.7	4.5	201	N/A	£82093
3.0TT Carrera 4S	K	35.8	4.2	204	N/A	£91538
3.6 Carrera 4 GTS	L	28.5	4.4	233	50	£96787
3.0TT Carrera 4 Cabriolet	K	35.8	4.7	206	N/A	£90935
3.0TT Carrera 4S Cabriolet	K	35.3	4.4	208	N/A	£100379
3.6 Carrera 4 GTS Cabriolet	L	28.2	4.6	235	50	£105310
3.0TT Targa 4	K	35.8	4.7	206	N/A	£90935
3.0TT Targa 4S	K	35.3	4.4	208	N/A	£100379
3.8 Targa 4 GTS	L	28.2	4.7	237	50	£105310
3.8 PDK Turbo	K	31.0	3.0	212	50	£126925
3.8 PDK Turbo S	K	31.0	2.9	212	50	£145773
3.8 PDK Turbo Cabriolet	K	30.4	3.1	216	50	£135766
3.8 PDK Turbo S Cabriolet	K	30.4	3.0	216	50	£154614
3.8 PDK GT3	M	22.8	3.5	289	49	£101695
4.0 PDK GT3 RS	M	22.2	3.3	296	50	£132451
PDK: add £2238-£2947						

### RENAULT

www.renault.co.uk / Brochure: 0800 072 3372 / Dealers: 153  
Warranty: 4 years/100000 miles

<b>Twizy</b> - 2338x1234mm, <b>EURO-NCAP</b> N/A <b>DRIVER POWER POS:</b> N/A						
17hp Expression	A	N/A	N/A	0	10	£6895
17hp Dynamique	A	N/A	N/A	0	11	£7595
Battery hire: £45-£67 per month						

### Twingo

<b>Twingo</b> - 3590x1640mm, <b>EURO-NCAP</b> ★★★★★ <b>DRIVER POWER POS:</b> N/A						
1.0 ScE (70) Expression	B	62.8	12.0	105	2	£9495
1.0 ScE (70) Play	B	62.8	12.0	105	3	£9995
1.0 ScE (70) S&S Dynamique	A	67.3	12.0	95	3	£10995
0.9T Tce (90) S&S Dynamique	A	65.7	12.0	99	8	£11695
0.9T Tce (90) S&S Dynamique S	A	65.7	10.8	99	8	£12545
Auto: add £900 to 0.9T Tce, Dynamique S; add £900 to 1.0 ScE Dynamique, Twingo Iconic: same price as Dynamique S						

### Zoe

<b>Zoe</b> - 4084x1730mm, <b>EURO-NCAP</b> ★★★★★ <b>DRIVER POWER POS:</b> 5th						
75hp Zoe Expression Nav	A	N/A	13.5	0	15	£13445
75hp Zoe Dynamique Nav	A	N/A	13.5	0	16	£15045
75hp Zoe i-Expression	A	N/A	13.5	0	15	£18445
75hp Zoe i-Dynam Zen/Intens	A	N/A	13.5	0	16	£20045
Battery hire: from £25 per month (included with T models)						

### Clio

<b>Clio</b> - 4062x1731mm, <b>EURO-NCAP</b> N/A <b>DRIVER POWER POS:</b> 70th						
1.2 16v (75) Expression	D	51.4	15.4	127	7	£11145
1.2 16v (75) Play	D	51.4	15.4	127	7	£12675
1.2 16v (75) Dynamique Nav	D	51.4	15.4	127	8	£13675
0.9T Tce (90) Play	B	62.8	12.2	104	9	£13675
0.9T Tce (90) Dynamique Nav	B	62.8	12.2	104	9	£14675
1.5 dCi (90) Play	A	83.1	11.7	90	13	£14975
1.5 dCi (90) Dynamique Nav	A	83.1	11.7	90	13	£15975
0.9T Tce (90) Dynamique S Nav	B	62.8	12.2	105	10	£15675

Eco band  
MPG  
0-60mph  
CO<sub>2</sub>  
Insurance group  
List price

<b>1.5 dCi (90) Dynamique S Nav</b>						
A	83.1	11.9	93	13	£16975	
<b>1.2 Tce (120) EDC GT Line</b>						
C	54.3	9.9	120	14	£17725	
<b>1.6T (200) EDC Renaultsport</b>						
E	47.9	6.7	133	29	£19130	
<b>1.6T (200) EDC Renaultsport Lux</b>						
E	47.9	6.7	133	29	£20280	
<b>1.6T (220) EDC R'sport Trophy</b>						
E	47.9	6.6	135	29	£21780	
Auto: add £1300 to dCi Dynamique/Dynamique S, ECO: add £250 to 1.5 dCi Play and Dynamique, Iconic: add £1100 to Dynamique S						

### Megane

<b>Megane</b> - 4295x1808mm, <b>EURO-NCAP</b> ★★★★★ <b>DRIVER POWER POS:</b> 94th						
1.5 Energy dCi (110) Expression+	B	68.9	12.3	106	16	£18245
1.2 Energy Tce (115) Expression+	C	53.3	10.9	119	16	£17570
1.2 Energy Tce (115) Dynam Nav	C	53.3	10.9	119	17	£18570
1.5 Energy dCi (110) Limited Nav	B	68.9	12.3	106	16	£19745
1.5 Energy dCi (110) Dynam Nav	B	68.9	12.3	106	15	£20245
1.6 Energy dCi (130) Limited Nav	B	70.6	9.8	104	17	£20245
1.6 Energy dCi (130) Dynam Nav	B	70.6	9.8	104	17	£19745
2.0 Tce GT 220	H	38.7	7.6	169	31	£23250
Auto: add £1000 to dCi (110), GT Line Nav: add £1500 to Dynamique Nav (not 1.6 (110)), Sport Tourer: add £1000						

### Megane Coupe

<b>Megane Coupe</b> - 4299x1808-1848mm, <b>EURO-NCAP</b> ★★★★★ <b>DRIVER POWER POS:</b> 94th						
1.5 Energy dCi (110) Limited	B	68.9	12.3	106	16	£21445
1.2 Energy Tce (115) Dynam Nav	C	53.3	10.9	119	14	£19345
1.5 Energy dCi (110) Dynam Nav	B	68.9	12.3	106	20	£20945
1.6 Energy dCi (130) Dynam Nav	B	70.6	9.8	104	20	£21445
2.0 Tce GT 220	H	38.7	7.6	169	31	£24235
2.0T Renaultsport 275 Cup-S	H	37.7	6.0	174	36	£23935
2.0T Renaultsport 275 Nav	H	37.7	6.0	174	36	£25935
2.0T Renaultsport 275 Trophy-R	H	37.7	5.8	174	39	£36430
Auto: add £1000 to dCi (110), GT Line Nav: add £1500 to Dynamique Nav (not 1.6 (110)), Coupe Cabrio: add £3600						

### Scenic

<b>Scenic</b> - 4366x1845mm, <b>EURO-NCAP</b> ★★★★★ <b>DRIVER POWER POS:</b> 78th						
1.2 Tce (115) XMOD Dynam Nav	E	46.3	11.7	140	18	£20555
1.5 dCi (110) XMOD Dynam Nav	B	68.9	12.5	105	19	£21395
1.6 dCi (130) XMOD Dynam Nav	C	64.2	10.3	114	24	£22495
1.2 Tce (130) XMOD Dynam Nav	F	44.1	11.4	145	20	£22405
1.2 Tce (115) S/S Dynamique Nav	E	47.9	11.7	135	19	£20555
1.2 Tce (130) S/S Dynamique Nav	E	45.6	11.4	140	20	£21055
1.5 dCi (110) S/S Dynamique Nav	B	68.9	12.5	105	19	£21395
1.6 dCi (130) S/S Dynamique Nav	C	64.2	10.3	114	24	£22495
Auto: add £1100 to 1.5 dCi (110), Limited: add £500 to 1.2 Tce, 1.5/1.6 dCi (not XMOD)						

### Grand Scenic

<b>Grand Scenic</b> - 4573x1845mm, <b>EURO-NCAP</b> ★★★★★ <b>DRIVER POWER POS:</b> 78th						
1.2 Tce (115) S/S Dynamique Nav	E	47.9	11.7	135	19	£21790
1.2 Tce (130) S/S Dynamique Nav	E	45.6	11.4	140	20	£22125
1.5 dCi (110) S/S Dynamique Nav	B	68.9	12.5	105	19	£22615



	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.0 12v (75) SE SC 3dr	C	54.3	14.3	118	8	£12575
1.0 12v (75) Vista SC 3dr	C	54.3	14.3	118	8	£12995
1.0 EcoSTI (95) SE SC 3dr	A	68.9	10.4	94	14	£13525
1.2 STI (90) Connect SC 3dr	C	57.6	10.7	116	13	£14170
1.2 STI (110) FR SC 3dr	C	54.3	9.1	119	18	£14485
1.2 STI (110) FR Red Edition SC 3dr	C	54.3	9.1	119	18	£15285
1.0 EcoSTI (110) DSG FR SC 3dr	B	64.2	9.3	102	17	£15690
1.4 EcoSTI (150) FR SC 3dr	B	58.9	7.6	110	24	£16245
1.4 TDI (75) S A/C 5dr	B	74.3	12.9	101	13	£14645
1.4 TDI (75) SE Ecomotive 5dr	B	74.3	12.9	101	13	£15575
1.4 TDI (105) FR SC 3dr	A	78.5	9.9	95	19	£16885

5dr: add £450 to SC (not 1.0 E), ST: add £700 (selected models)

<b>Toledo</b> - 4482x1703mm, <b>EURO-NCAP</b> ★★★★						
<b>DRIVER POWER POS:</b> N/A						
1.2 TSI (110) Style	B	58.9	9.9	110	16	£16495
1.4 TDI (90) DSG SE	A	78.5	11.8	99	14	£17215
1.6 TDI (115) SE	B	68.9	10.0	109	17	£17380
1.2 TSI (110) Style Advanced	B	58.9	9.9	110	16	£17735
1.6 TDI (115) Style	B	67.3	10.0	109	17	£18800
1.6 TDI (115) Style Advanced	B	67.3	10.0	109	17	£19590

<b>Leon</b> - 4263x1784mm, <b>EURO-NCAP</b> ★★★★						
<b>DRIVER POWER POS:</b> 4th						
1.6 TDI (110) S 5dr	B	70.6	10.5	102	15	£18230
1.2 TSI (110) SE 5dr	C	57.6	9.9	114	13	£17700
1.4 TSI (125) SE 5dr	C	54.3	9.1	120	16	£18300
1.6 TDI (110) SE 5dr	B	70.6	10.5	102	15	£19400
1.6 TDI (110) SE Ecomotive 5dr	A	78.5	10.5	94	14	£20390
2.0 TDI (150) SE 5dr	B	65.7	8.4	110	19	£20750
1.4 EcoSTI (150) FR 5dr	C	57.6	8.0	115	20	£20525
1.8 TSI (180) FR 5dr	E	47.1	7.5	138	25	£21565
2.0 TDI (150) FR 5dr	C	64.2	8.4	112	20	£22355
2.0 TDI (184) FR 5dr	C	62.8	7.5	118	26	£23345
2.0 TSI (290) Cupra 5dr	G	42.2	5.8	156	35	£28675
2.0 TDI (150) X-PERIENCE SE	D	58.9	8.7	125	19	£24920
2.0 TDI (184) DSG X-PER SE Tech	E	52.3	7.1	139	23	£30010

DSG: add £1250 to 1.2 TSI SE, 1.8 TSI FR, 1.6 TDI SE, 2.0 TDI, Leon SC 3dr: £300 less than 5dr, Leon ST estate: add £825

<b>Alhambra</b> - 4854x1904mm, <b>EURO-NCAP</b> ★★★★						
<b>DRIVER POWER POS:</b> N/A						
1.4 TSI (150) S	F	43.5	9.9	150	16	£24885
2.0 TDI (150) SE Ecomotive	D	56.5	10.2	130	19	£26775
1.4 TSI (150) SE	G	43.5	9.9	151	16	£26785
2.0 TDI (150) SE Ecomotive	E	55.4	10.2	132	19	£28675
2.0 TDI (150) Connect Ecomotive	E	55.4	10.2	132	20	£29715
2.0 TDI (150) SE Lux Ecomotive	E	55.4	10.2	132	20	£32115
2.0 TDI (150) FR Line Ecomotive	E	55.4	10.2	132	20	£33045
2.0 TDI (184) SE Lux	E	53.3	9.4	139	23	£33540
2.0 TDI (184) FR Line	E	53.3	9.4	139	23	£34470

DSG: add £1305

<b>SKODA</b>						
www.skoda.co.uk / Brochure: 0845 774 5745 / Dealers: 135						
Warranty: 3 years/60000 miles						
<b>Citigo</b> - 3563x1641mm, <b>EURO-NCAP</b> ★★★★						
<b>DRIVER POWER POS:</b> 31st						
1.0 MPI (60) S 3dr	B	62.8	14.4	105	1	£8275
1.0 MPI (60) SE 3dr	B	62.8	14.4	105	1	£9135
1.0 MPI (60) SE 3dr	B	62.8	14.4	105	2	£9990
1.0 MPI (60) SE 3dr	B	62.8	14.4	105	1	£10670
1.0 MPI (75) SE L 3dr	A	67.3	13.2	98	2	£10465

ASG auto: add £305 to SE and SE L (75), Sdr: add £350, GreenTech: add £360 to (60) SE and Elegance

<b>Fabia</b> - 3992x1732mm, <b>EURO-NCAP</b> ★★★★						
<b>DRIVER POWER POS:</b> N/A						
1.0 MPI (60) S	B	60.1	15.7	106	2	£10600
1.0 MPI (75) S	B	58.8	14.7	108	4	£11460
1.2 TSI (110) DSG S	B	60.1	9.4	109	13	£13740
1.4 TDI (90) S	A	83.1	11.1	88	12	£14090
1.0 MPI (75) SE	B	58.8	14.7	108	5	£12760
1.2 TSI (90) SE	B	60.1	10.9	107	10	£13390
1.2 TSI (110) SE	B	58.8	9.4	110	14	£14040
1.4 TDI (90) SE	A	83.1	11.1	88	12	£15390
1.4 TDI (105) SE L	A	80.7	10.1	90	14	£16840

Auto: add £1000 to 1.2 TSI (110) and 1.4 TDI (90), SE L: add £850 to SE, Monte Carlo: add £1,035 to SE L, Estate: add £1000 to selected models

<b>Rapid</b> - 4483x1706mm, <b>EURO-NCAP</b> ★★★★						
<b>DRIVER POWER POS:</b> 25th						
1.2 (90) S	B	60.1	11.3	107	13	£14400
1.2 (90) SE	B	60.1	11.3	107	13	£15375
1.2 TSI (110) SE	B	57.7	9.8	110	17	£16115
1.2 TSI (110) Sport	B	57.7	9.8	110	17	£16165
1.4 TSI (125) DSG SE	C	58.9	9.0	114	19	£17710
1.4 TDI (90) S	A	78.5	11.7	94	14	£16280
1.6 TDI (115) S	B	67.3	10.0	109	17	£17160
1.4 TDI (90) SE	A	78.5	11.7	94	14	£17255
1.6 TDI (115) SE	B	67.3	10.0	109	17	£18135

Rapid Spaceback: add £540, DSG: add £1160 to 1.4 TDI, SE L: add £750 to SE

<b>Octavia</b> - 4659x1814mm, <b>EURO-NCAP</b> ★★★★						
<b>DRIVER POWER POS:</b> 11th						
1.2 TSI (110) S	C	57.7	10.2	114	13	£16285
1.6 TDI (110) S	A	74.3	10.6	99	13	£18300
1.2 TSI (110) SE	C	57.7	10.2	114	18	£17635
1.4 TSI (150) SE	C	55.4	8.1	118	18	£18810
1.6 TDI (110) SE	A	74.3	10.6	99	13	£19650
2.0 TDI (150) SE	B	70.6	8.4	106	19	£20635
1.4 TSI (140) SE L	C	55.4	8.1	118	19	£20510
1.6 TDI (110) SE L	A	74.3	10.6	99	14	£21350
2.0 TDI (150) SE L	B	70.6	8.4	106	20	£22335
1.8 TSI (180) Laurin & Klement	E	47.9	7.3	135	25	£26630
2.0 TDI (150) Laurin & Klement	B	70.6	8.4	106	22	£26465
1.6 TDI (110) GreenLine III	A	80.7	10.6	90	15	£20225
2.0 TDI (184) vRS	C	64.2	8.1	115	26	£24475
2.0 TSI (220) vRS	F	45.6	6.8	142	29	£24230
2.0 TSI (230) vRS	F	45.6	6.7	142	30	£26350
2.0 TDI (150) 4x4 Scout	D	58.9	9.1	125	19	£25405
2.0 TDI (184) DSG 4x4 Scout	D	56.5	7.8	129	22	£28200

DSG: add £1250 (£1390 to vRS), Estate: add £1200, SE Business: same price as SE (1.6 TDI & 2.0 TDI engines only), 4x4: add £1450 to 2.0 TDI (150) Estates, 2.0 TDI vRS DSG hatch and Estate

<b>Superb</b> - 4856-4861x1864mm, <b>EURO-NCAP</b> ★★★★						
<b>DRIVER POWER POS:</b> 11th						
1.2 TSI (110) S	C	57.7	10.2	114	13	£16285
1.6 TDI (110) S	A	74.3	10.6	99	13	£18300
1.2 TSI (110) SE	C	57.7	10.2	114	18	£17635
1.4 TSI (150) SE	C	55.4	8.1	118	18	£18810
1.6 TDI (110) SE	A	74.3	10.6	99	13	£19650
2.0 TDI (150) SE	B	70.6	8.4	106	19	£20635
1.4 TSI (140) SE L	C	55.4	8.1	118	19	£20510
1.6 TDI (110) SE L	A	74.3	10.6	99	14	£21350
2.0 TDI (150) SE L	B	70.6	8.4	106	20	£22335
1.8 TSI (180) Laurin & Klement	E	47.9	7.3	135	25	£26630
2.0 TDI (150) Laurin & Klement	B	70.6	8.4	106	22	£26465
1.6 TDI (110) GreenLine III	A	80.7	10.6	90	15	£20225
2.0 TDI (184) vRS	C	64.2	8.1	115	26	£24475
2.0 TSI (220) vRS	F	45.6	6.8	142	29	£24230
2.0 TSI (230) vRS	F	45.6	6.7	142	30	£26350
2.0 TDI (150) 4x4 Scout	D	58.9	9.1	125	19	£25405
2.0 TDI (184) DSG 4x4 Scout	D	56.5	7.8	129	22	£28200

DSG: add £1250 (£1390 to vRS), Estate: add £1200, SE Business: same price as SE (1.6 TDI & 2.0 TDI engines only), 4x4: add £1450 to 2.0 TDI (150) Estates, 2.0 TDI vRS DSG hatch and Estate

<b>Subaru</b>						
www.subaru.co.uk / Brochure: 0844 662 6612 / Dealers: 59						
Warranty: 5 years/10000 miles						
<b>Impreza</b> - 4415x1740mm, <b>EURO-NCAP</b> N/A						
<b>DRIVER POWER POS:</b> N/A						
1.6i RC	F	44.1	12.3	147	13	£17495
1.6i RC Lineartronic auto	E	46.3	12.6	140	13	£18995

Levorg Sport Tourer - 4690x1780mm, **EURO-NCAP** N/A

<b>DRIVER POWER POS:</b> N/A						
1.6i RC	F	44.1	12.3	147	13	£17495
1.6i RC Lineartronic auto	E	46.3	12.6	140	13	£18995

Levorg Sport Tourer - 4690x1780mm, **EURO-NCAP** N/A

<b>DRIVER POWER POS:</b> N/A						
1.6i RC	F	44.1	12.3	147	13	£17495
1.6i RC Lineartronic auto	E	46.3	12.6	140	13	£18995

Levorg Sport Tourer - 4690x1780mm, **EURO-NCAP** N/A

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Levorg Sport Tourer - 4690x1780mm, **EURO-NCAP** N/A

<b>DRIVER POWER POS:</b> N/A						
1.6i RC	F	44.1	12.3	147	13	£17495



## DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.4i (75) Sting 3dr	C	55.4	14.9	118	2	£24995
1.4i (90) ecoFLEX Sting 3dr	C	55.4	13.2	119	6	£29740
1.0T (115) S/e ecoFLEX Sting R 3dr	C	57.6	10.3	114	11	£11395
1.4i (75) Energy 3dr	C	55.4	14.9	118	3	£12400
1.4i (90) ecoFLEX Energy 3dr	C	55.4	13.2	119	6	£12645
1.0T (115) S/e ecoFLEX Energy 3dr	C	57.6	10.3	114	12	£14430
1.4T (100) S/e ecoFLEX Energy 3dr	C	55.4	11.0	119	10	£13600
1.3 CDTi (75) S/e ePLX Energy 3dr	A	74.3	14.8	100	6	£14850
1.4i (75) Limited Edition 3dr	C	55.4	14.9	118	3	£14515
1.4i (90) Limited Edition 3dr	C	55.4	13.2	121	7	£14760
1.4T (100) S/e ecoFLEX Ltd Ed 3dr	C	55.4	11.0	119	10	£15415
1.0T (115) S/e ecoFLEX Ltd Ed 3dr	C	57.6	10.3	115	13	£16245
1.4i (75) Design 3dr	C	55.4	14.9	118	3	£11335
1.4i (90) Design 3dr	C	55.4	13.2	121	6	£11580
1.0T (90) S/e ecoFLEX Design 3dr	B	57.6	11.5	102	9	£13065
1.3 CDTi (75) S/e ePLX Design 3dr	A	74.3	14.8	100	6	£13465
1.3 CDTi (95) S/e ePLX Design 3dr	A	85.6	11.9	87	9	£13965
1.4i (75) SRI 3dr	C	55.4	14.9	118	3	£12005
1.4i (90) SRI 3dr	C	55.4	13.2	119	6	£12250
1.0T (90) S/e ecoFLEX SRI 3dr	C	57.6	11.5	102	9	£13735
1.4T (100) S/e ecoFLEX SRI 3dr	C	55.4	11.0	119	10	£12905
1.3 CDTi (75) S/e ePLX SRI 3dr	A	74.3	14.8	99	6	£14155
1.3 CDTi (95) S/e ePLX SRI 3dr	A	88.3	11.9	85	9	£14655
1.4i (75) SE 3dr	C	55.4	14.9	118	3	£12900
1.4i (90) ecoFLEX SE 3dr	C	55.4	13.2	119	6	£13145
1.0T (90) S/e ecoFLEX SE 3dr	C	57.6	11.5	100	9	£14630
1.4i (90) S/e ecoFLEX SE 3dr	C	55.4	11.0	119	10	£13800
1.3 CDTi (75) S/e ePLX SE 3dr	A	74.3	14.8	99	7	£15050
1.3 CDTi (95) S/e ePLX SE 3dr	A	88.3	11.9	85	9	£15550
1.6T (200) VXR 3dr	H	37.7	6.5	174	30	£18375

Auto: add £655 to 1.4i (90) (not Sting, Limited Edition), Sdr: add £600 (not Sting R), SRI VXR-Line: add £1035 to SRI

## Astra - 4370x1809mm, EURO-NCAP ★★★★★

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.4i (100) Design	D	53.3	11.6	124	9	£15295
1.0T (105) ecoFLEX Design	A	65.7	10.5	99	12	£15995
1.4T (125) Design	D	52.3	8.6	124	16	£16045
1.4T (150) auto Design	D	52.3	8.5	125	18	£17695
1.6 CDTi (110) Design	A	78.5	10.3	95	15	£16995
1.6 CDTi (136) Design	A	76.3	9.0	99	19	£18180
1.4i (100) Energy	D	53.3	11.6	124	10	£17295
1.0T (105) ecoFLEX Energy	A	65.7	10.5	99	13	£17995
1.4T (125) Energy	D	52.3	8.6	124	16	£18045
1.6 CDTi (110) Energy	A	78.5	10.3	95	16	£18995
1.4i (100) SRI	D	53.3	11.6	127	7	£17895
1.0T (105) ecoFLEX SRI	A	64.2	10.5	102	11	£18895
1.4T (150) SRI	D	51.4	7.8	126	17	£18895
1.6T (200) SRI	F	45.6	7.3	146	20	£20435
1.6 CDTi (110) SRI	A	76.3	10.3	97	14	£19595
1.6 CDTi (136) SRI	B	72.4	9.0	103	16	£20780
1.6i CDTi (160) SRI	B	69.3	8.0	108	19	£21395

Auto: add £400 to 1.0T, £1400 to 1.4T (150), £1320 to 1.6 CDTi (136), ecoFLEX: add £500 to 1.6 CDTi (110), Tech-Line: add £700 to Design, Elite: add £720 to SRI (not 1.4 (100)), Astra Sports Tourer: add £1290 (selected model)

## Insignia - 4842x1856mm, EURO-NCAP ★★★★★

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.8 VVT (140) Design Sdr	H	38.7	11.5	169	14	£17184
1.4T (140) S/e Design Sdr	D	53.3	10.9	124	15	£17984
1.6 CDTi (136) S/e Design ePLX Sdr	A	74.3	10.9	99	17	£19774
2.0 CDTi (170) S/e Design Sdr	C	65.7	9.0	114	22	£20574
1.8 VVT (140) Energy Sdr	H	38.7	11.5	169	15	£20639
1.4T (140) S/e Energy Sdr	D	51.4	10.5	128	19	£21439
1.6 CDTi (136) S/e Energy Sdr	B	72.4	10.9	104	18	£23144
2.0 CDTi (170) S/e Energy Sdr	C	62.8	9.0	119	23	£23944
1.8 VVT (140) SRI Sdr	H	39.2	11.5	169	14	£18984
1.4T (140) S/e SRI Sdr	D	51.4	10.9	125	15	£19784
1.6 CDTi (136) S/e SRI ecoFLEX Sdr	A	74.3	10.9	99	17	£21574
2.0 CDTi (170) S/e SRI ecoFLEX Sdr	C	62.8	9.0	114	23	£22374
2.0T (250) S/e SRI VXR-Line Sdr	J	35.8	7.7	186	26	£23044
1.6 CDTi (136) S/e Elite ePLX Sdr	B	72.4	10.9	104	18	£24204
2.0 CDTi (170) S/e Elite ePLX Sdr	C	62.8	9.0	118	23	£25004
2.8 VET VXR SuperSport Sdr	T	27.0	5.6	249	37	£30619

Auto: add £1460 to 2.0 CDTi (136), £1660 to 2.0 CDTi (163), £2010 to 2.0T, Sports Tourer: add £1400, Limited Edition: add £1350 to Energy, SRI VXR-Line: add £1220 to SRI (not 1.8T, 4T), SE: same price as SRI (not 1.8T), Tech-Line: add £850 to SRI (not 1.8T)

## Meriva - 4288x1812mm, EURO-NCAP ★★★★★

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.4 VVT (100) Life	E	47.1	14.0	140	8	£13160
1.4 VVT (100) Exclusiv	E	47.1	14.0	140	9	£18030
1.4T (120) Exclusiv	E	47.1	11.3	139	13	£18760
1.4T (140) Exclusiv	E	46.8	10.1	149	16	£19595
1.6 CDTi (95) ecoFLEX Exclusiv	B	70.6	13.8	105	13	£20570
1.6 CDTi (110) ecoFLEX Exclusiv	A	74.3	12.5	99	16	£20880
1.6 CDTi (136) ecoFLEX Exclusiv	C	64.2	9.9	116	17	£21040
1.4 VVT (100) Tech Line	E	47.1	14.0	140	8	£14164
1.6 CDTi (95) ecoFLEX Tech Line	B	70.6	13.8	105	14	£16995
1.6 CDTi (136) ecoFLEX Tech Line	C	64.2	9.9	116	16	£17340
1.4 VVT (100) SE	E	47.1	14.0	140	9	£19125
1.4T (120) SE	E	47.1	11.3	139	14	£19885
1.4T (140) SE	E	46.8	10.1	151	14	£20685
1.6 CDTi (110) ecoFLEX SE	A	74.3	12.5	99	17	£21985
1.6 CDTi (136) ecoFLEX SE	C	64.2	9.9	116	16	£22145

Auto: add £1420 to 1.4T (120)

## Zafira Tourer - 4658x1894mm, EURO-NCAP ★★★★★

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.4T (140) Design	G	42.2	9.9	158	16	£17710
1.6 CDTi (136) S/e ecoFLEX Design	B	68.9	10.4	109	17	£20525
2.0 CDTi (170) S/e Design	C	57.7	9.1	129	22	£20725
1.4T (140) Exclusiv	G	42.2	9.9	158	16	£21995
1.6 CDTi (136) S/e ePLX Exclusiv	B	68.9	10.4	109	17	£23840
2.0 CDTi (170) S/e Exclusiv	C	57.7	9.1	129	22	£24040
1.4T (140) Energy	G	42.2	9.9	158	16	£20830
1.6 CDTi (136) S/e ecoFLEX Energy	B	68.9	10.4	109	17	£23645
2.0 CDTi (170) S/e Energy	C	57.7	9.1	129	22	£23845
1.4T (140) SRI	G	42.2	9.9	158	15	£22375
1.6 CDTi (136) S/e ecoFLEX SRI	B	68.9	10.4	109	16	£25190
2.0 CDTi (170) S/e SRI	C	57.7	9.1	129	21	£25455
1.4T (140) SE	G	42.2	9.9	158	15	£22660
1.6 CDTi (136) S/e ecoFLEX SE	B	68.9	10.4	109	16	£24745
2.0 CDTi (170) S/e SE	C	57.7	9.1	129	21	£25795

Auto: add £1520 to 1.4T, £1120 to 2.0 CDTi (170), Tech-Line: add £1195 to Design, Elite: add £1480 to SE

## Mokka - 4280x1777mm, EURO-NCAP N/A

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.6 16v (115) S/e Exclusiv	G	41.5	11.9	159	6	£18749
1.4T (140) S/e Exclusiv	F	45.6	9.3	145	12	£19424
1.6 CDTi (136) S/e ePLX Exclusiv	B	68.9	11.7	109	13	£20614
1.6 CDTi (136) S/e ePLX Exclusiv	B	68.9	9.3	109	15	£20964

Auto: add £915 to 1.4T, £1005 to 1.6 CDTi (136), 4x4: add £1720, Tech-Line: £2000 less than Exclusiv, SE: add £2500 to Exclusiv

## Antara - 4596x1850mm, EURO-NCAP N/A

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
2.2 CDTi (163) SE Nav AWD	H	43.0	9.9	175	25	£27160
2.2 CDTi (163) Exclusiv PWD	H	45.0	9.9	167	25	£21900

Diamond: add £800 to Exclusiv

## GTC - 4465x1840mm, EURO-NCAP ★★★★★

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.4T (120) S/S SRI	F	47.1	10.2	142	14	£20225
1.4T (140) S/S SRI	F	47.1	9.0	142	16	£20625
1.8T (200) S/S SRI	F	44.8	7.3	149	27	£21975
1.6 CDTi (110) S/S ecoFLEX SRI	C	67.3	11.6	111	15	£22945
1.6 CDTi (136) S/S ecoFLEX SRI	C	65.7	9.5	115	18	£22760
2.0T (280) VXR	I	36.2	6.0	184	35	£28390

Auto: add £1325 to 1.4T (140), Limited Edition: add £2000

## Cascada - 4696x1839mm, EURO-NCAP N/A

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.4T (140) S/S SE	F	44.1	10.2	149	20	£24790
1.4T (140) S/S Elite	F	44.1	10.2	149	21	£28415
1.6T (170) auto Elite	H	38.7	9.2	172	24	£29035
1.6T (200) S/S Elite	G	42.3	8.5	156	26	£30050
2.0 CDTi (170) S/S Elite	F	57.6	9.6	129	25	£30425

## VXR - 4914x1781mm, EURO-NCAP N/A

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
6.2 V8 GTS	M	18.5	4.9	363	50	£55500
6.2 V8 GTS auto	M	18.0	5.0	373	50	£57200
6.2 V8 Maloo R	M	18.5	4.6	363	50	£54500
6.2 V8 Maloo R auto	M	17.9	5.0	366	50	£56200

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## up! - 3540x1641mm, EURO-NCAP ★★★★★

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.0 (60) Take up! 3dr	B	63.0	14.4	105	1	£8870
1.0 (60) Move up! 3dr	B	63.0	14.4	105	1	£9925
1.0 (75) High up! 3dr	B	60.0	13.2	108	2	£11500
1.0 (75) Club/Street up! 3dr	B	60.0	13.2	108	5	£12110
1.0 (75) Rock up! 3dr	B	60.0	13.2	108	4	£13580
BEV (62) e-up! 3dr	A	N/A	12.4	0	10	£19795

Auto: add £595 to Move up!/High up!, Sdr: add £375 to 3dr, BMT: add £390 to Move up!/High up!, Look up!: add £70 to Move up!

## Polo - 3970x3972x1682mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 167th

1.0 (60) S 3dr	B	60.1	15.5	106	7	£11300
1.0 (60) S A/C 3dr	B	60.1	15.5	106	8	£12020
1.0 (60) Match 3dr	B	60.1	15.5	106	8	£12735
1.0 (75) Match 3dr	B	58.9	14.3	108	10	£13260
1.2 TSI (90) Match 3dr	B	60.1	10.8	107	15	£13880
1.2 TSI (90) R-Line 3dr	B	60.1	10.8	107	15	£16230
1.4 TDI (75) Match 3dr	A	63.1	12.9	88	13	£14945
1.0 TSI (110) SEL 3dr	C	58.9	9.3	110	19	£16310
1.0 TSI (110) R-Line 3dr	C	58.9	9.3	110	19	£16960
1.0 TSI (95) BlueMotion 3dr	A	68.9	10.5	94	16	£14780
1.4 TDI (90) SEL 3dr	A	63.1	10.9	88	16	£16820
1.4 TDI (90) R-Line 3dr	A	63.1	10.9	88	16	£17170
1.4 TSI (175) 150k Blue GT 3dr	B	58.5	7.8	110	20	£17910
1.8 TSI (192) GTI 3dr	E	47.1	6.7	139	29	£20800

add £1415 to 1.2 TSI SE, £1375 to 1.2 TSI SEL, Blue GT, add £630, SE Design; add £110 to SE





Buemi leads the standings, while Duran (below left) and Conway (below right) join grid

# Conway gets Formula E chance

■ British WEC ace replaces Villeneuve at Venturi ■ Duran re-joins Aguri as series heads to Argentina



**Stephen Errity**

Stephen\_Errity@dennis.co.uk

**AE** TOYOTA Le Mans driver Mike Conway will become the latest Briton to race in Formula E this weekend, as he takes the place of 1997 Formula One world champion Jacques Villeneuve at the Venturi team.

Round four of the electric race series takes place around the streets of Buenos Aires, Argentina, this Saturday. Conway, who previously tested for the Dragon Racing squad ahead of the first Formula E season, will partner one of his Toyota team-mates, Stephane Sarrazin, at the Monaco outfit.

Conway said: "Venturi is a top team in Formula E. The series is growing momentum and it's attractive to a lot of manufacturers,

so it's very exciting to be a part of it."

Villeneuve and Venturi are said to have ended their partnership 'by mutual consent' three rounds in to what was intended to be a full-season Formula E campaign.

The French-Canadian had racked up 16 points and was eighth in the championship standings after the most recent round, held in Punta del Este, Uruguay, in January.

Venturi isn't the only Formula E squad shuffling its drivers heading to Argentina, with Frenchman Nathanael Berthon out and Mexican Salvador Duran in alongside Antonio Felix da Costa at the Aguri team.

Duran drove for the outfit during the inaugural 2014-15 season and was keen to get back on the grid in time for his home race in Mexico City next month. Commenting

on his return, he said: "I'm very excited to have re-signed for Aguri. This is a very ambitious team with some of the best engineering and technical knowledge in Formula E, and I look forward to being part of an already successful season."

Going into Saturday's event, e.dams Renault driver Sebastien Buemi tops the driver's table with 62 points after wins in Beijing and Punta del Este.

Lucas di Grassi is second for Abt Audi, a point behind, while Jerome d'Ambrosio of Dragon is third on 28. UK viewers can catch the race live on ITV4 from 6pm on Saturday evening.



## GTs go Down Under for Bathurst



### ON A ROLL

Nissan's GT squad is hoping to repeat its victory at last year's Bathurst 12-hour event

JUST a week after the Daytona 24 Hours, some of the world's top sportscar drivers will once again be in action this weekend at the Bathurst 12 Hours in Australia.

Last year's winner Nissan is back to defend its title, with drivers Katsumasa

Chiyo, GT Academy champion Florian Strauss and Australian V8 Supercars regular Rick Kelly at the wheel of the #1 Nissan GT-R, run by the RJN team.

British marques McLaren and Bentley will also have a strong presence in the

race: two McLaren 650S GT3s and two Bentley Continental GT3s will take part.

Both manufacturers have Antipodean talent on board; Kiwi Shane van Gisbergen is driving for McLaren and Australian David Russell will be at the wheel of a Bentley.

## F1 planning driver canopies for 2017

FORMULA One cars could have a very different look from 2017, as calls grow for driver protection to be increased.

The FIA has presented a proposal to F1 teams' technical directors for a T-shaped 'halo' structure over the cockpit that would deflect debris and stop head impacts.

Drivers have backed the idea, which aims to prevent incidents like those that led to the death of Manor Marussia's Jules Bianchi and British IndyCar driver Justin Wilson in the past 12 months.





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**AE** THREE long and largely successful decades have passed since UK industry and Margaret Thatcher's Conservative Government jointly invited Japanese makers to build car factories here. Three came. And Honda, Nissan and Toyota are still here.

Fast forward 30 years, and our motor industry establishment and the latest Conservative Government are again leaving the door open for Asian firms to build here. Genesis is the next favourite to set up shop on British soil. Truth is, cars from Korea are generally good, but nowhere near the best or most desirable. And lately there has been an admittance in Seoul that the gap between Chinese and Korean cars is disappearing at a frightening rate (for the Koreans). Also, Korea is now an expensive place to build cars.

These and other recent developments aren't good for Genesis, which must now disassociate itself from the unglamorous and saturated market for cheap to mid-priced Asian vehicles piled high and discounted heavily. My spies in Seoul tell me that as he approaches his 80th birthday, Chairman Chung of Hyundai-Kia-Genesis is finally ready to hand power to son Chung The Young.

The heir apparent understands that Genesis models built in Korea and the US lack the necessary cachet and desirability. And he knows that if they don't possess the increasingly valuable 'made in Great Britain' tag which is afforded to the Jaguars, Land Rovers, Bentleys and Rolls-Royces he admires and (eventually) intends to compete with, then brand Genesis can't even begin to go head-to-head with the best of the best premium/luxury players from England and elsewhere.

Korea has enjoyed vehicle producing links with the UK before. The Panther Car Company made sports models in Essex, while the Kia Elan was built in nearby Norfolk – on a Lotus production line!

The SMMT can't say whether or not the Korean car industry has been "sniffing around" for a production site in Britain. But the motor and construction industries, Tory Government and several local authorities would love a new Genesis plant here. Failing that, Chung Snr and Chung Jr could easily afford to buy an existing British-based car manufacturing company and factory complex. Stranger things have happened, as India's Ratan Tata proved when he bought Jaguar and Land Rover and transformed them into the world's fastest-growing motor industry group.



**Mike Rutherford**

Motoring's most outspoken and opinionated columnist sounds off

**W** Without a 'made in Britain' tag, Genesis can't even begin to go head-to-head with the best premium players

Do you agree with Mike?

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**132**  
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ISSUE

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### DRIVEN



## New Tiguan

Our first chance to get behind the wheel of Volkswagen's new compact SUV contender

### TESTED



## GLC vs rivals

SUV shoot-out sees classy new Mercedes go head-to-head with Audi Q5 and BMW X3

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## QUENTIN VIDEO GUIDE

Watch as motoring expert, Quentin Willson, explains the benefits of a used car warranty.

Watch Quentin's Guide  
[warrantywise.co.uk/guide](http://warrantywise.co.uk/guide)



## THEO IS WARRANTY WISE

Warrantywise are delighted that Theo Paphitis has done the wise thing and protected his jaw-dropping Maybach with a Warrantywise warranty.

Read the full article at: [www.warrantywise.co.uk/theo](http://www.warrantywise.co.uk/theo)

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## LIFE IS IN THE DETAILS THE VOLVO V40 R-DESIGN

With its distinctive 17" Diamond Cut Alloys, adaptive digital display, illuminated gearshift and more, the Volvo V40 R-Design is crafted down to the last detail. And when you experience all these details working in harmony, the car truly comes to life.

BOOK A TEST DRIVE TODAY  
AT **VOLVOCARS.CO.UK**

Personal Contract Purchase Representative  
Example: V40 T2 R-Design with metallic paint

48 Monthly payments	£259
Customer deposit	£259
Finance deposit contribution	£750
Representative APR	3.9% APR
On the road price	£22,045
Dealer contribution	£2,128
Revised on the road price*	£19,917
Amount of credit	£18,908
Interest charges	£2,174
Total amount payable	£22,091
Optional final payment	£8,650
Duration of agreement (months)	49
Fixed rate of interest p.a.	2.00%
Mileage per annum	8000
Excess mileage charge	14.9p per mile

Available with 3 years complementary servicing when purchased on Volvo Advantage Personal Contract Purchase.

Official fuel consumption for the Volvo V40 T2 R-Design (manual) in MPG (l/100km): Urban 38.7 (7.3), Extra Urban 62.8 (4.5), Combined 51.4 (5.5). CO<sub>2</sub> Emissions 127g/km. MPG figures are obtained from laboratory testing intended for comparisons between vehicles and may not reflect real driving results. Finance subject to status. Retail sales only. \*Subject to availability at participating dealers only on vehicles registered by 31/03/2016. At the end of the agreement there are 3 options: (i) Renew: Part exchange the vehicle. (ii) Retain: Pay the Optional Final Payment to own the vehicle or (iii) Return the vehicle. Further charges may be made subject to the condition or mileage of the vehicle. Terms and conditions apply. Applicants must be 18 or over. Guarantee/Indemnity may be required. Volvo Car Credit RH1. 1SR. **You will not own the vehicle until all payments are made.** The service offer is only applicable when purchasing on Volvo Advantage Personal Contract Purchase at participating dealers on vehicles ordered between 01/01/2016 and 31/03/2016. Services must be carried out at a Volvo Authorised Repairer. Retail offer only. Excludes fleet operators and business users. See [volvocars.co.uk](http://volvocars.co.uk) for full terms and conditions.